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Sixty-Third Annual Report

of the

Public Service Commission *of* South Carolina

1940-41

JOHN B. McMILLAN, Chairman

RUFUS M. NEWTON, Vice-Chairman

JOHN C. CONEY,

JAMES W. WOLFE,

JOSIAH J. EVANS,

H. W. SCOTT,

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Commissioners

MARY E. CARR, Secretary

IRVINE F. BELSER, Chief Counsel

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B. H. BARRE, Chief Engineer

T. W. GOODMAN, Director, Motor Transport Division

W. C. HERBERT, Director, Electrical Utilities Division

W. J. CORMACK, Assistant Director, Electrical Utilities
Division

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STATE DOCUMENTS

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LETTER OF TRANSMITTAL

OFFICE OF THE PUBLIC SERVICE COMMISSION

Columbia, S. C., September 1st, 1941.

To His Excellency, Burnet R. Maybank, Governor of South Carolina:

Sir: We have the honor to transmit herewith the sixty-third annual report of The Public Service Commission of South Carolina for the year ending June 30, 1941.

Yours respectfully,

JOHN B. McMILLAN, *Chairman*
RUFUS M. NEWTON, *Vice-Chairman*
JOHN C. CONEY, *Commissioner*
JAMES W. WOLFE, *Commissioner*
JOSIAH J. EVANS, *Commissioner*
H. W. SCOTT, *Commissioner*
J. C. DARBY, *Commissioner*

MARY E. CARR, *Secretary*

PART I.

ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION OF SOUTH CAROLINA

To the General Assembly of South Carolina:

The Public Service Commission has the honor to respectfully submit for your consideration this its sixty-third annual report.

RAILROADS

The annual inspection of all railroads operating in the State was made in November and December, 1940. Stations, structures, rights-of-way, bridges, road beds were found in excellent and safe condition generally. The inspection was in greater than usual detail and included inside inspection of depots, waiting rooms, facilities and equipment. The attention of the railroad management was directed to dangerous grade crossings and suggestions were made for the elimination of hazards and for the installation of proper signals.

RAILROADS ABANDONED

Under Finance Docket No. 12653, the Interstate Commerce Commission considered the application of the Charlotte, Monroe and Columbia Railroad Company for authority to abandon its entire line of railroad extending 17.16 miles from McBee, S. C., to Jefferson, S. C. Citizens of the affected territory petitioned for a hearing and protested the abandonment. However, the Interstate Commerce Commission granted the petition and the entire line was abandoned.

The Chesterfield and Lancaster Railroad filed an application with the Interstate Commerce Commission for authority to abandon its entire line extending 31.75 miles from Cheraw, S. C., to Pageland, S. C. This proceeding was considered by the Interstate Commerce Commission under Finance Docket No. 12810. The abandonment proceedings were bitterly contested by the citizens in the affected territory. Hearing was held before an Examiner of the Interstate Commerce Commission June 17, 18, 19, 1940, at Chesterfield, S. C. The Examiner recommended abandonment and the proposed report was appealed

to a Division of the Commission and then to the entire Commission but the Examiner's proposed report was sustained. In the Commission's Order, however there was a provision that the Receivers should sell the line to a group of citizens for continued operation. Although the citizens made strong effort to purchase the line, reorganize and continue operations their efforts were fruitless and the line was finally abandoned. The citizens thereafter organized a motor freight line to operate in connection with the railroad at Cheraw and this line is now in operation and furnishes the citizens with the equivalent of a direct rail service with rates on the rail basis from and to all points in Southern Territory and to many points in the North, East and Mid-West.

The Bennettsville and Cheraw Railroad filed application with the Commission for authority to abandon a portion of its line extending from Blenheim Spur, S. C., to Drake Station, S. C. This application was mentioned in our last annual report but at that time no final decision had been made. No protests were registered with the Commission and the application was granted, the portion of line was abandoned.

The Augusta Northern Railroad filed with the Interstate Commerce Commission an application on March 12, 1941, seeking authority to abandon its entire line of railroad extending 11.2 miles from Saluda, S. C., to Ward, S. C. The matter was considered by the Interstate Commerce Commission under ICC Finance Docket No. 13214. No protests were filed with the Commission and no hearing was had in connection therewith. The Interstate Commerce Commission granted the petition and the line was abandoned.

An application was filed with the Interstate Commerce Commission by the Raleigh and Charleston Railroad for authority to abandon its entire line of railroad extending from Marion, S. C., to Lake View, S. C. This application was handled under ICC Finance Docket No. 13046. A hearing was held at which many interested citizens testified as to the need for continued operation of the line. The Commission, however, approved the application and the line was abandoned.

Under ICC Finance Docket No. 13046 the Atlantic Coast Line Railroad made application to the Interstate Commerce Commission for authority to abandon its branch line from Latta,

S. C., to Clio, S. C., 19.78 miles. The matter was set down for a hearing before an examiner of the Federal Commission but when it was determined that the citizens would make no determined fight to keep the branch in operation the hearing was cancelled and the Interstate Commerce Commission granted the applicant authority to abandon the branch line.

Under ICC Finance Docket No. 12968 the Atlantic Coast Line Railroad filed with the Interstate Commerce Commission an application seeking authority to abandon its branch line extending 14.76 miles from Conway, S. C., to Aynor, S. C. On request of citizens of the territory a hearing was requested. The Interstate Commerce Commission set the matter down for a public hearing at which Commissioner J. C. Darby and Rate Bureau Director H. A. Manning appeared in behalf of the citizens. A considerable amount of testimony was offered by a number of interested citizens but the Examiner recommended that the branch be abandoned. Exceptions were taken to the proposed report and the matter was reviewed by a Division of the Interstate Commerce Commission which Division upheld the Examiner. An appeal was then taken to the full Commission but the petition was denied and the branch line was abandoned.

During the year there was a total of 101.59 miles of railroad abandoned due principally to a lack of sufficient business to support the lines. Although a number of citizens in various sections of the State were affected by this unusually large abandonment of rail line, motor carriers are now serving all of the towns on the lines abandoned and there is apparently very little, if any, inconvenience to the citizens because of the abandonment of the rail lines and branches.

There is now pending before the Interstate Commerce Commission under Finance Docket No. 13365 an application of the Atlantic Coast Line Railroad for authority to abandon a portion of its line extending 7.1 miles from Bishopville, S. C., to Lucknow, S. C., all in Lee County. A request for a hearing in this matter was made but when it appeared that the citizens in the affected territory would make no protest or offer any constructive testimony opposing the abandonment the request for a hearing was withdrawn.

STATIONS AND AGENCIES

Authority was granted the Atlantic Coast Line Railway to discontinue the agency at Ruffin, S. C.

Authority was granted the Atlantic Coast Line Railway to discontinue the agency at Stokes, S. C.

Authority was granted the Atlantic Coast Line Railway to discontinue the agency at Salters, S. C.

Authority was granted the Atlantic Coast Line Railway to discontinue the agency at Lone Star, S. C.

Authority was granted the Seaboard Air Line Railway to dismantle the depot of Mountville, S. C.

Authority was granted the Southern Railway Company to discontinue the agency at Smyrna, S. C.

In Docket No. 1856, Order 2551 the Commission denied a petition of certain citizens to require the Atlantic Coast Line Railroad to re-establish the agency at Lone Star, S. C.

The Commission denied an application of the Atlantic Coast Line Railroad for authority to discontinue the agency at Lodge, S. C.

Authority was granted the Seaboard Air Line Railway to discontinue the agency at Govan, S. C., making this point a prepay station.

Authority was granted the Seaboard Air Line Railway to dismantle the depot at Van Wyck, S. C., and to erect in lieu thereof a small covered shed.

Authority was granted the Seaboard Air Line Railway to relocate the depot at Little Rock, S. C.

Authority was granted the Atlantic Coast Line Railroad to discontinue the agency at Sellers, S. C.

The Commission granted authority to the Atlantic Coast Line Railroad to dismantle a small covered platform at Wilder, S. C.

Authority was granted the Atlantic Coast Line Railroad to discontinue the agency at Mars Bluff, S. C.

Authority was granted the Southern Railway to remove a spur track at Macedon, S. C.

Authority was granted the Southern Railway Company to discontinue the agency at Catawba Junction, S. C.

STATIONS ESTABLISHED

Authority was granted the Atlantic Coast Line Railroad to establish a station at Cossen, S. C.

PASSENGER TRAIN SERVICE

Under Docket No. 1813, Order No. 2512, the Commission granted authority to the Southern Railway Company to discontinue its passenger trains numbers 19 and 20 between Columbia, S. C., and Savannah, Ga. In this proceeding the railroad showed a net out of pocket loss of \$18,733.93 in operation of trains numbers 19 and 20 for the twelve months immediately prior to the filing of the petition to discontinue. They showed that the average distance traveled by each passenger carrier was 40 miles and the average revenue paid per passenger was only 60c. A revision of the schedules of other trains was made to handle the business and it is now apparent that the patrons have suffered no great inconvenience by the discontinuance of the trains.

On August 22, 1940, the Southern Railway Company filed an application for authority to discontinue its passenger trains numbers 15 and 16 between Columbia, S. C., and Greenville, S. C. The matter was set down for a hearing under Docket No. 1850. At the first hearing in the matter an agreement was reached by the protestants and the Railway that the trains would continue to be operated for a probationary period of six months during which time the citizens would endeavor to build up the business of the trains in the hope that business would so increase that it would enable the railroad to continue their operation. At the end of the probationary period it was found that the business had increased only a very little and not in sufficient volume to warrant the continued operation. The railroad showed that the net out of pocket cost of operating the trains for the twelve months immediately prior to filing of the petition was \$30,521.47. At the second hearing in the matter there was no protest made and the Commission in its Order No. 2694, June 18, 1941, granted authority to discontinue the trains.

Authority was granted the Seaboard Air Line Railroad to discontinue Carlisle, S. C., as a flag stop for passenger trains numbers 5 and 6.

Authority was granted the Seaboard Air Line Railroad to discontinue the stations of Cosby and Otside, S. C., as flag stops for passenger trains numbers 191 and 192.

Authority was granted the Seaboard Air Line Railroad to discontinue the station of Watt, S. C., as a flag stop for passenger trains numbers 11 and 12.

MOTOR CARRIERS

On August 21, 1940, the Commission issued its Order No. 2527 in Docket No. 1600 in which rates, rules and regulations were, for the first time, prescribed for all for hire motor carriers. The Order originally was made effective October 1, 1940, but for various reasons was extended from time to time until December 1, 1940 when the Order became effective and rates for all motor carriers were put into effect. Prior to the effective date of this Order the motor carriers were charging rates closely approaching the railroad scale except that they had not applied the 10% increases granted by the Interstate Commerce Commission in *Ex Parte* 115. Hence, their rates were slightly lower than the railroad scale. In some instances rates were quoted and applied without regard to any scale which created a very serious condition both as it affected the motor carriers themselves and as it affected the shippers. The Commission had had under consideration for about two years the matter of motor rates and many public hearings were held in connection therewith at which the motor carriers, the shippers and the railroads participated and a considerable amount of testimony was offered. The Order made mandatory the publication, filing and applying the rates as prescribed by the Commission. Some few carriers filed individual tariffs while most of them either filed their rates through the Motor Truck Rate Bureau, Inc., an organization of South Carolina operators or through the Southern Motor Carriers Rate Conference at Atlanta, Ga. Since the publication of uniform rates there has been a marked improvement in the motor carrier industry and while it has been necessary for the Commission to take action against a few carriers for failure to abide by the Order, the vast majority of the carriers fell immediately into line and have been very cooperative in carrying out the provisions of the Order. The scale of rates prescribed by the Commission closely followed the

scale of rates applied by the railroads so that there has been very little complaint on the part of any one as to the rates so made. It is the purpose of the Commission to try to maintain the rate of both the motor carriers and the railroads on such a basis that neither will have an advantage over the other. The Order of the Commission is being rigidly enforced and carriers who are caught in violation of the Order are dealt with as provided for under the Law. The Commission is pleased to say, in this connection, that there has been but few violations of the Order and only a very few were intentional. This indicates that there is a disposition on the part of the carriers to conform as closely as possible to the provisions of the Order and all carriers are to be commended for their wholehearted cooperation in this respect.

FREIGHT RATES AND CLASSIFICATION

During the past year the Commission has considered many matters of freight rate and Classification changes. Most of these changes represented reductions in the charges; some few were increases while still others represented neither increases nor reductions but were made for the purpose of clarification of the rates, rules or regulations. During the year the Commission considered 271 applications for rate changes. Many of these necessitated public hearings; some few were decided without hearings, principally those which represented reductions in the rates. During the year 126 Orders were issued by the Commission.

On July 29, 1940 the rail carriers filed reduced rates on gasoline, kerosene and fuel oil from South Atlantic Ports of Savannah, Charleston and Wilmington. The Commission had just made effective on July 1, 1940 uniform rates on these commodities by motor tank trucks on the then existing rail scale, except that the rates prescribed for the motor carriers were stated in cents per gallon instead of cents per 100 pounds. The filing of the reduced rates by the railroads which were approximately 15% under the rates just made effective for the motor tank truck operators was apparently just a continuation of a rate war for control of the petroleum traffic which had been waged between the railroads and motor carriers for several years and which had created a rather alarming situation. The

rates proposed by the railroads were so low as to be unremunerative to both the railroads and the motor carriers. Since the rates were published to apply from both Savannah, Ga., and Wilmington, N. C., on either side of Charleston, the Commission was forced to do either one of two things—approve the rates for application from Charleston to points in South Carolina and reduce the motor carriers rates by the same amount or to ask the Interstate Commerce Commission to suspend the rates and enter into a general investigation concerning them and to then prescribe just and reasonable rates. Had the Commission denied the railroads authority to apply the rates from Charleston and required the maintenance of the then existing scale from Charleston the petroleum business would have moved from Wilmington or Savannah and the Charleston shippers forced out of the picture. After considerable deliberation of the matter the Commission determined to ask the Interstate Commerce Commission to suspend the railroad rates and enter into investigation concerning the rates and after the investigation to prescribe just and reasonable rates for application from all South Atlantic Ports. The Interstate Commerce Commission did suspend the rates and entered into an exhaustive investigation, under I&S Docket 4816. A hearing in the case was had at Raleigh, N. C., before ICC Examiner Burton Fuller. In his proposed report Examiner Fuller sustained the position of this Commission saying in part—"The Commission should find that the proposed schedules have not been justified, except that the respondents have justified rates on this traffic for distances over 200 miles . . . An Order should be entered requiring the cancellation of the present schedules and the discontinuance of the proceeding, without prejudice to the filing of new schedules in conformity with the findings herein."

The rail carriers filed exceptions to the proposed report and the matter was then reviewed by Division 2 of the Interstate Commerce Commission which also sustained the position taken by this Commission. The rail carriers then filed a petition for reopening, rehearing, reconsideration and Oral argument. This petition is still before the Commission.

Mentioned in our last annual report was ICC Docket 28450, known as the Live Stock Case. This proceeding was brought by the Commissions of the several Southern States and attacked the rates applied on Live Stock from the South to points in the

North and East. The final hearing in this proceeding was held at Kansas City, Mo., on February 11, 1941 and it is confidently expected that the Interstate Commerce Commission will shortly render a favorable decision in this case. A favorable decision will result in the saving to South Carolina livestock interests alone \$150,000 per year and will open to them a lucrative market which will in turn result in a very decided increase in the production of livestock in the State with the incident increase in earnings of our farm people. Commissioner H. W. Scott who was a member of the Steering Committee in this proceeding attended all of the hearings held in the proceeding and was active in directing the testimony presented on behalf of the Southern interests.

Mentioned also in our last annual report was ICC Docket 28300, General Class Rate Investigation, 1939, which is a proceeding instituted by the Interstate Commerce Commission on its own motion into and concerning the rates in all territories East of the Rocky Mountain territory. A companion case ICC Docket No. 28310 is a similar investigation into the classification ratings covering the same territory. The Southern Governors' Freight Rate Conference, the Southeastern Association of State Commissions, all Southern State Commissions individually as well as all of the larger shipper interests throughout the South are taking an active part in this proceeding. The first hearing in this proceeding was held at St. Louis, Mo., July 10, 1941. This Commission was signally honored in having one of its members, Commissioner H. W. Scott, selected by the Interstate Commerce Commission to sit with it in these proceedings. Much preparatory work and statistical data has been compiled by the Interstate Commerce Commission in this proceeding and many hearings will have to be held in the matter. It is estimated that approximately a year will be required for hearings and approximately another year, maybe longer, to entirely complete the case. Out of this proceeding is expected an entirely new and equitable freight rate structure which will place the South on an equal basis with its competitors in other territories. Many petitions have been filed by adverse interests seeking a discontinuance of these proceedings but so far the South has successfully defeated them and the proceedings will go on as ordered.

At the request of Governor Burnet R. Maybank the Commission has continued its efforts to secure reduced freight rates on vegetables from South Carolina producing points to the rich markets of the North and East. Mentioned in our last annual report was a reduction in the rates on vegetables from South Carolina to Eastern Port Cities which was made effective May 4, 1940 and June 14, 1940, which reduction saved the shippers a considerable sum of money. A proposal suggesting a reduction of 15% from South Carolina to points in interior Official Territory, and Buffalo-Pittsburgh territory. This proposal was approved by the Southern lines but not approved by the lines in Official Territory. The proposal, however, has been renewed by the Commission and will be pushed vigorously in an effort to have the suggested reduction made in time to move all of the 1942 vegetable crop.

The Commission initiated a proposal to reduce the rates on vegetables from South Carolina producing points to all points in Southern territory. This proposal was approved and the rates reduced by 15%. In addition to providing a saving of some \$75,000 to the growers the reduction opened up to them a larger market and enabled the South Carolina growers to market a considerable quantity of their vegetables at Army training centers throughout the Southeast.

A reduction of 15% was made by the rail carriers in the rates on sweet potatoes from South Carolina points to points in the North and East. This reduction affected a saving of approximately \$25,000 annually to the sweet potato shippers in the State and opened up a new market for the toothsome tuber hitherto not available to the growers. It is thought, too, that the reduction will permit a considerable increase in the production of sweet potatoes and provide an additional money crop for the farmers of the State.

Many applications were filed by the Southern Freight Association, the Southern Freight Tariff Bureau, the Southern Classification Committee and individual rail carriers voluntarily suggesting reductions in their rates. Principal among these was a reduction in the rates on cotton, carload and less carload. It is estimated that the reduction in the rates on cotton will save the shippers some \$25,000 per year. Other voluntary reductions were made in the rates on brick, wrapping paper and paper bags,

less carload, textile machinery and textile machinery parts, paints, stains and varnishes, carload, peanut feed, carload and less carload, pecans, dried beet pulp, carload, fertilizer and fertilizer materials, wheat bran, canned goods, less carload, ground or pulverized limestone, carload petroleum products to Fort Jackson, S. C., lime, carload, cotton softening compound, less carload, road building materials and many other commodities. In addition several individual railroads have made reductions in their rates on various commodities to meet either water or truck competition. It is estimated that these voluntary reductions provide a saving to South Carolina shippers of well in excess of \$50,000 annually. These voluntary reductions are an indication that the railroads are meeting every condition to assure a free flow of traffic at all times and are working wholeheartedly with manufacturers and shippers to build up industry and commerce in the State. In this connection the Commission would like to commend the rail carriers for their active and continued efforts to bring new industry into the State. All of the trunk line carriers have up to date Industrial Departments in charge of men thoroughly familiar with the need of industry and thoroughly familiar with the advantages offered industry in South Carolina. Through the efforts of their industrial departments the railroads have brought in a number of new industries and are continually offering inducements to bring in others. They have cooperated in every way with various State departments to this end.

Effective December 31, 1940, the Consolidated Freight Classification Committee brought out Consolidated Freight Classification No. 14, a new streamlined Classification much more simple and understandable than the former issues. Changes in the Rules, Regulations and Ratings provides many reductions in the charges with considerable savings to shippers throughout the State. The new Classification was produced only after much hard work on the part of the Committee and after many hearings at which shippers offered suggestions for improvement and simplification.

NEW DEPOTS AND OTHER BUILDINGS

While there has been no large scale building of depots or other facilities by the railroads during the year, there has been a

considerable amount of remodeling and enlarging of their present facilities. Following is a list of the improvements made, the points at which they were made and the extent of the work:

Atlantic Coast Line Railroad:

Ritter, S. C.—Improvements to station building.

Columbia, S. C.—Improvements to Gervais Street Station building.

Meggetts, S. C.—Improvements to covered platform.

Legare, S. C.—Improvements to covered platform.

Seaboard Air Line Railroad:

Wiggins, S. C.—Combination Depot.

Livingston, S. C.—Combination Depot.

Little Rock, S. C.—Combination Depot.

Van Wyck, S. C.—Combination Depot.

Stono, S. C.—Extension to packing shed.

Dale, S. C.—Extension to packing shed.

Charleston, S. C.—Banana Warf, office and cold storage building.

Guffin, S. C.—Open platform.

Pamplico, S. C.—Enclosing shed.

Meggetts, S. C.—Open platform.

Blitch's Spur, S. C.—Extension to packing shed.

Columbia, S. C.—Enclosing shed.

Southern Railway Company:

Charleston, S. C.—Addition to warehouse.

Charleston, S. C.—Coaling station.

Hayne, S. C.—Sand blast house.

Reports filed with the Commission by the various railroads indicate that there has been, during the year, considerable activity in improvement of road bed, laying of new rail, replacement of cross ties, ballasting of road beds, and an otherwise general improvement of the lines. This is especially true on the main lines where all of the truck line carriers operate streamlined, high speed passenger and freight trains.

ACCIDENTS

The railroads report for the year accidents in which 73 persons were killed and 405 persons were injured. No passengers

were killed but 37 were injured. An analysis of the accident reports indicate that, of the 37 passengers injured, only a very few were seriously injured. Of employees, 8 were killed and 225 were injured. Of other persons killed or injured, 70 persons were killed and 143 injured. Most of these were killed or injured at crossings or were trespassers and in all instances reports of the accidents indicate that all proper precaution was taken by the train crews and proper signals were given on approaching crossings. While the number of persons killed or injured this fiscal year slightly exceed the number killed or injured the last fiscal year, as recorded in our 1939-1940 annual report, a far greater number of passengers were carried during the 1940-1941 period and due to the fact that in the State there are many Army training camps with a considerable number of men and highway travel is considerably heavier, the percentage of killed or injured is much less than in the last report period. This indicates that the railroads are taking considerable precaution to prevent accidents, for which they are to be commended.

EXPRESS COMPANIES

Since the consolidation of the two major express companies some three years ago only one express company now reports to the Commission—The Railway Express Agency. The Railway Express Agency, during the past year, has made many adjustments in their rates and charges, principally reductions made to meet truck competition and on commodities which require prompt handling. The Railway Express Agency is now handling a considerable quantity of less than carload freight formerly handled in rail package car service on rates the equivalent of the railroad less carload rates. This is an effort on the part of the rail carriers to recapture a portion of the less carload business which has been lost to the truck lines. There is an indication that this form of transportation is growing since it offers shippers a fast and dependable service at the same rates as is applicable by rail. This is especially true as to vegetables, perishable and semi-perishable commodities. During the vegetable shipping season the Railway Express Agency is particularly active in furnishing of adequate facilities, additional equipment and service and a close knit organization designed to move the perishable crops in the quickest possible time, not only to mar-

kets within the State, but to distant markets as well. This highly organized service enables growers of highly perishable vegetables and fruits to reach strong, distant markets in the quickest possible time and, in many cases enables the grower to realize much better prices for his product.

Authority was granted the Railway Express Agency to discontinue several agencies during the year, principally at points where the Commission had already authorized the rail carriers to discontinue their agencies.

RATES AND CLASSIFICATIONS

The Simplification Committee, composed of the Chairmen of the Southern Classification Committee, the Official Classification Committee and the Western Classification Committee, continues its work toward a further simplification of the Consolidated Freight Classification. Mentioned earlier in this report, the new streamlined Consolidated Freight Classification No. 14 was made effective December 14, 1940 and is a decided improvement over earlier issues. It is expected that the Simplification Committee will continue its work for some time yet and that further improvements can be expected.

RATE APPLICATIONS

During the year ending June 30, 1941, the Commission received from the railroads 240 applications covering rate adjustments sought to be made by them. From the Motor Carriers a total of 31 applications were received. Most of these applications suggested reductions in the rates, and each application was individually considered by the Commission and its staff, checked against the rates of other carriers and either approved or disapproved. In instances where increased rates were proposed the matter was set down for a public hearing and all interested parties notified of the hearing in order that any person who cared to do so might express their views concerning the proposed change before any action was taken by the Commission. The rapid growth of the motor freight industry, bringing with it a keen competition between the motor and rail carriers, has brought about more than the usual number of rate adjustments. It is now always necessary that the Commission closely examine each application for rate adjustments in order to be certain that

one transportation agency has no undue advantage over the other. All forms of transportation have an important part in the industrial progress of the State and it is necessary that the Commission be ever on the alert to see that neither form of transportation suffers through an unfair advantage of the other. To this end the Commission will continue to closely examine each and every rate proposal with a view of providing rates which will be just, reasonable and fair to shipper and carrier alike. At the end of the fiscal year on June 30, 1941, the Commission had under investigation the rates on many heavy moving commodities, Fertilizer and Fertilizer Materials, Canned Goods, Petroleum Products in packages, Unfinished Cotton Piece Goods and a number of other commodities which require a constant policing and review to meet changing conditions. The Commission has held a number of informal conferences with shippers and carriers in an effort to work out a mutually satisfactory adjustment of various rates without the necessity and expense of entering into a general investigation. The Commission has found this plan to be quite satisfactory and productive of excellent results. This plan will be continued and general investigations, which usually are long drawn out, costly procedures, will be entered into only as a last resort.

COASTWISE STEAMSHIP SERVICE

While the Commission has no jurisdiction over the Coastwise Steamship services, it is felt that this mode of transportation, connecting our section with the markets of the North and East with fast, relatively cheap transportation is an important factor in the business life of the State and, therefore, the Commission has, during the past year, been quite active in fostering the growth of the coastwise shipping and whenever possible drawing the attention of industry throughout the State to the need for a more active support of the State Ports of Georgetown, Charleston and Beaufort, to the end that industry throughout the State will continue to have the benefit of the water competitive rates and water rates through the ports. Chairman John C. Coney has been active in support of a strong, dependable coastwise steamship service. The Commission has had many conferences with steamship officials of the lines serving Charleston in an effort to assure a continued active service.

During the early fall of 1940 the Clyde-Mallory Steamship Line discontinued their Gulf Ports-Charleston service. This service had been largely patronized by South Carolina interests and a good portion of the cotton, rice, sugar and other commodities moving from point on the Gulf of Mexico were moved into Charleston via this route. Immediately on learning of the proposed discontinuance of the service, the Commission protested the change and held several conferences with the Line's officials in an effort to have the service continued. An appeal was taken to the United States Maritime Commission, in cooperation with Port Officials of the Gulf Ports, but to no avail and the service was discontinued. The Commission is continuing its efforts to have the service restored, or to induce some other steamship line to enter the service so that shippers and receivers of the State may have the benefit of this low cost transportation between South Carolina and points in the Southwest. The Gulf-Charleston service was especially beneficial to the textile interests as large quantities of cotton are brought from the Southwest into the State for manufacture into cloth and it will be the purpose of the Commission to bend every effort to have the service restored.

CITY BUS TRANSPORTATION

Following conferences with the Commission, the Duke Power Company at Greenville, the South Carolina Electric and Gas Company at Columbia, and the South Carolina Power Company at Charleston have continued to expand their bus service into additional communities, thereby increasing the value of these services by making them available to a larger number of people.

At Charleston bus service in the North Charleston-Navy Yard area was extended and improved by extending the North Charleston service through Nafair and Cherokee Place and along South Carolina Highway No. 2 and the North Charleston Circle. Also, bus service was instituted between the United States General Hospital and the Navy Yard. Bus service west of the Ashley River along Ashley River Road, through Carolina Terrace and along Wappoo Road was extended to serve additional territory adjacent to Dupont's store, the terminus of the line.

In Columbia the enlargement of Fort Jackson made necessary a material increase in the number of buses serving that area

which has been supplied by the South Carolina Electric and Gas Company. Following a hearing and several conferences with representatives of the South Carolina Electric and Gas Company arrangements were made for bus service to Ridgewood Camp and along the Monticello Road for about three miles beyond the town limits of the Town of Eau Claire.

At Greenville bus service was instituted from the intersection of Main and Washington Streets along Bennett Street, Hill Crest Drive, Mountain View Avenue, Paris Mountain Road, New Buncombe Road and Blue Ridge Drive. Trackless trolley coach service was substituted for gasoline bus service on the Augusta Road-Park Place-New Buncombe Road route, giving a much improved and faster service to these areas. Also, trackless trolley coach service was extended through the Union Bleachery Mill Village along the Old Buncombe Road, Latimer Street and Arrington Avenue.

TELEPHONE COMPANIES

Telephone companies operating in South Carolina had an unusual growth during the calendar year 1940, the number of company owned stations increasing from 77,510 December 31, 1939, to 86,997 December 31, 1940, an increase of approximately 12%. Including farmers' lines and other individually owned stations there were more than 90,000 telephones in use in South Carolina December 31, 1940.

During the fiscal year ending June 30, 1941, the Southern Bell Telephone and Telegraph Company completed a new dial telephone exchange at Lake View, S. C., made improvements to a number of other exchanges and made extensive additions and improvements to its toll telephone plant in South Carolina.

The South Carolina Continental Telephone Company completed improvements to its telephone plant at Walterboro which included the installation of a dial telephone system. The dial plant was placed in service June 1, 1940. This company, also, completed a dial telephone exchange at Lake City, replacing the old magneto system that had been in service for a number of years. This plant was placed in service January 29, 1941.

Following conferences with representatives of telephone companies furnishing toll telephone service in South Carolina the Commission issued its Order No. 2696 June 18, 1941 directing

them to discontinue making a report charge on uncompleted person-to-person long distance telephone calls and uncompleted collect station-to-station calls July 10, 1941. The elimination of this charge makes a saving of \$25,000.00 per year to the telephone users in South Carolina.

The Heath Springs Telephone Company rebuilt its telephone plant at Heath Springs and replaced the old magneto telephone system that had been in service for a number of years with an up-to-date dial exchange.

TELEGRAPH COMPANIES

The Commission received very few complaints from customers of The Western Union Telegraph Company and The Postal Telegraph-Cable Company, the two telegraph companies operating in South Carolina, during the fiscal year 1940-1941. The complaints that were received were handled informally and adjusted without formal hearings.

The Morse telegraph offices at Chesterfield, Lexington, Pageland and Ridgeland were converted to teletype operation during the fiscal year. These offices were re-located in more convenient places that remain open for a longer period during the day, thereby rendering more adequate service.

GAS UTILITIES

Customers of gas utilities operating in South Carolina made a number of complaints about gas service and rates to the Commission during the fiscal year ending June 30, 1941, all of which were handled informally and adjusted without formal hearings. A number of gas meters were tested by a representative of the Commission during the year. Gas rate reductions were secured by the Commission at Columbia from the South Carolina Electric and Gas Company and at North Augusta from the Georgia Utilities Company. These reductions will cause a saving of \$1,500.00 per year to gas customers affected.

WATER UTILITIES

The Commission received very few complaints from customers of the nine privately owned water utilities operating in South

Carolina during the fiscal year 1940-41. The complaints that were received were handled informally and adjusted without formal hearings.

**SUMMARY OF REDUCTIONS IN GAS, TELEPHONE AND WATER RATES AND CITY BUS
FARES OBTAINED BY THE PUBLIC SERVICE COMMISSION FROM JANUARY 1,
1932 TO JUNE 30, 1941**

Fiscal Year	City Bus	Gas	Telephone	Water	Total	Savings to Customers for Fiscal Year
1932	\$9,516.00	.....	.....	\$9,516.00	\$4,758.00
1-1-33 to 6-30-34	26,000.00	.....	.....	26,000.00	22,516.00
1934-35	60,000.00	\$160,000.00	.....	220,000.00	145,516.00
1935-36	46,000.00	25,000.00	.....	71,000.00	282,682.00
1936-37	47,300.00	30,000.00	.....	77,300.00	373,106.00
1937-38	12,400.00	177,659.00	\$2,000.00	227,209.00	526,557.00
1938-39	\$35,150.00	28,800.00	1,309.00	2,200.00	32,039.00	639,105.00
1939-40	1,900.00	35,000.00	.....	36,900.00	664,181.00
1940-41	1,500.00	25,000.00	.....	26,500.00	701,253.00
Totals	\$35,150.00	\$233,416.00	\$453,698.00	\$4,200.00	\$726,464.00	\$3,359,624.00

Appropriations for this department for above period\$29,804.00

Savings to customers per dollar appropriated \$112.72

MOTOR TRANSPORT DIVISION

The work of this Division is to enforce the Motor Vehicle Carriers' Law of the State, Sections 8507-8524 of the Code of Laws of South Carolina, 1932, as amended. The law provides for the regulation, supervision, and control of persons, firms, corporations, etc., operating motor vehicles used in the business of transporting persons or property for compensation over the highways of the State, and imposes license fee to cover the cost of administration of the law.

With the growth of the motor carrier industry in this State, together with the better enforcement of the Motor Carrier Law made possible by increased enforcement facilities, the work of this Division has rapidly increased, as evidenced by revenue receipts as shown in the following:

March 10 through December 31, 1928	\$ 15,200.60
Calendar year 1929	20,845.99
Calendar year 1930	39,013.32
Calendar year 1931	57,310.17
Calendar year 1932	57,471.26
Calendar year 1933	63,951.14
Calendar year 1934	81,300.07
Calendar year 1935	87,881.71
Calendar year 1936	125,498.75
Fiscal year 1934-1935	86,060.40
Fiscal year 1935-1936	103,841.91
Fiscal year 1936-1937	155,945.57
Fiscal year 1937-1938	212,950.38
Fiscal year 1938-1939	254,590.53
Fiscal year 1939-1940	250,728.20
Fiscal year 1940-1941	281,796.84

During the period of this report 27 public hearings were held in connection with motor transportation matters. The Commission handled 18 applications for bus certificates for 775.1 miles of highway. Of these applications, 14 for 708.1 miles of highway were granted, and 3 for 67 miles of highway were denied, and 1 application is pending. The Commission also handled 15 applications for motor freight certificates, for 1211 miles of highway, 13 of which, for 1,200 miles of highway were granted, and 1 for 11 miles of highway was denied, and 1 application is pending.

In addition to the hearings held in connection with the applications for certificates, a number of hearing and conferences were held in connection with schedules, transfers, bus station, and enforcement of rules.

Lists of Certificates of Public Convenience and Necessity now in effect, and statements showing receipts, disbursements, and expenses incurred in connection with the administration of the

Motor Vehicle Carriers' Law, will be found in Part II of this report.

Respectfully submitted,

JOHN B. McMILLAN, Chairman
RUFUS M. NEWTON, Vice-Chairman
JOHN C. CONEY, Commissioner
JAMES W. WOLFE, Commissioner
JOSIAH J. EVANS, Commissioner
H. W. SCOTT, Commissioner
J. C. DARBY, Commissioner

MARY E. CARR, Secretary

PART II.

RAILROAD COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1941

Name of Company	Officers	Official Address
Atlantic Coast Line Railroad	George B. Elliott, President	Wilmington, N. C.
The Atlanta & Charlotte Air Line Railway	R. Randolph Hicks, President	New York, N. Y.
Blue Ridge Railway	Ernest E. Norris, President	Washington, D. C.
Bennettsville & Cheraw Railroad	M. H. Ramsey, Superintendent	Anderson, S. C.
Buffalo, Union-Carolina Railroad	O. L. Henry, President and General Manager	Bennettsville, S. C.
Carolina & Northwestern Railway	F. W. Symmes, President	Greenville, S. C.
Carolina Western Railroad	Ernest E. Norris, President	Washington, D. C.
Charleston & Western Carolina Railroad	J. M. Camp, President	Franklin, Va.
Clinchfield Railroad Company	George B. Elliott, President	Wilmington, N. C.
Columbia, Newberry & Laurens Railroad	L. S. Jeffords, Superintendent	Augusta, Ga.
Georgia and Florida Railroad	L. H. Phetteplace, General Manager	Erwin, Tenn.
Greenville & Northern Railway	J. P. Taylor, President and General Manager	Columbia, S. C.
Hampton & Branchville Railroad	W. V. Griffin and H. W. Purvis, Receivers	Augusta, Ga.
Lancaster & Chester Railway	H. W. Purvis, Receiver and General Manager	Augusta, Ga.
Rockton & Rion Railway	F. E. Gary, President	Greenville, S. C.
Seaboard Air Line Railway	W. F. Lightsey, President	Hampton, S. C.
Southern Railway Company	Elliott W. Springs, President	Lancaster, S. C.
Ware Shoals Railroad	H. G. Phillips, President	Rion, S. C.
	L. R. Powell, Jr. and Henry W. Anderson, Receivers	Norfolk, Va.
	W. L. Stanley, Chief Public Relations Officer	Atlanta, Ga.
	Ernest E. Norris, President	Washington, D. C.
	Benjamin D. Riegal, President	New York, N. Y.
	G. H. H. Emory, Assistant to President	Ware Shoals, S. C.
TERMINAL COMPANIES		
Charleston Union Station Company	Lyman Delano, President—W. D. McCaig, Comptroller	Wilmington, N. C.
Columbia Union Station Company	John B. Hyde, President—T. H. Seay, Comptroller	Washington, D. C.
North Charleston Terminal Company	John B. Hyde, President—T. H. Seay, Comptroller	Washington, D. C.
Port Utilities Commission of Charleston, S. C.	John D. Rooney, General Manager	Charleston, S. C.
ELECTRIC RAILWAYS		
Piedmont & Northern Railway	F. H. Cothran, President	Charlotte, N. C.

**ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF RAILROAD TRAINS,
LOCOMOTIVES AND CARS AND FROM OTHER CAUSES IN CONNECTION WITH
THE RAILROADS IN STATE OF SOUTH CAROLINA FOR THE
YEAR ENDING DECEMBER 31, 1940**

Name of Company	Pas- sengers		Em- ployees		Other Persons		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Atlantic Coast Line Railroad Co.	1	24	14	19	15	43
*The Atlanta & Charlotte Air Line Railway Co.
Bennettsville & Cheraw Railroad Co.
Blue Ridge Railway Co.	1	....	....	8	....	9
Buffalo, Union-Carolina Railroad Co.
Clinchfield Railroad Co.	2	....	....	....	2
Carolina & Northwestern Railway Co.
Carolina Western Railroad Co.
Charleston & Western Carolina Railway Co.	2	4	10	4	12	....
Columbia, Newberry & Laurens Railroad Co.	1	2	1	2	....
Georgia & Florida Railroad Co.	3	....	....	....	3
Greenville & Northern Railway Co.
Hampton & Branchville Railroad Co.
Lancaster & Chester Railroad Co.	1	....	....	....	1
Rockton & Rion Railway Co.
Seaboard Air Line Railway Co.	30	....	117	20	46	20	193
Southern Railway Co.	1	1	27	26	43	27	71
TERMINAL COMPANIES								
Charleston Union Station Co.
Columbia Union Station Co.
North Charleston Terminal Co.
The Port Utilities Commission of Charleston, S. C.
ELECTRIC RAILWAYS								
Piedmont & Northern Railway Co.	6	1	48	5	15	6	69
TOTALS	37	3	225	70	143	73	405

*Included in Southern Railway Report.

EXPRESS COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Company	Officers	Official Address
Railway Express Agency, Inc.	L. O. Head, President	New York, N. Y.

CITY BUS TRANSPORTATION COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Company	Localities Served	Officers	Address
Duke Power Company	Anderson, Greenville and Spartanburg, S. C.	G. G. Allen, President	New York, N. Y.
South Carolina Electric & Gas Company	Columbia, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
South Carolina Power Company	Charleston, S. C.	R. D. Jennison, President	New York, N. Y.
Suburban Transit Company	Columbia-Cayce, S. C.	N. H. Coit, Vice-Pres. & Gen. Mgr. ..	Columbia, S. C.
		E. A. Yates, President	New York, N. Y.
		E. L. Godshalk, Vice-President & General Manager	Charleston, S. C.
		E. P. Fulmer, Vice-President and General Manager	Columbia, S. C.

GAS UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Utility	Localities Served	Managing Officer	Address
Anderson Gas and Utilities Company ..	Anderson, S. C.	Marion D. Lucas, President	Florence, S. C.
Duke Power Company	Chester, Greenville, Spartanburg, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
Georgia Public Utilities Company	Aiken, North Augusta, S. C.	J. W. McElderry, Manager	Augusta, Ga.
Greenwood Gas and Fuel Company	Greenwood, S. C.	Marion D. Lucas, President	Florence, S. C.
Rock Hill Gas Company	Rock Hill, S. C.	Leland Jones, Manager	Rock Hill, S. C.
South Carolina Electric & Gas Company	Columbia, Darlington, Florence, S. C.	N. H. Coit, V.-P. and Gen. Manager..	Columbia, S. C.
South Carolina Gas Company	Gaffney, S. C.	W. O. Croft, Manager	Hendersonville, N. C.
South Carolina Power Company	Charleston, S. C.	E. L. Godshalk, President	Charleston, S. C.
Sumter Gas and Power Company	Sumter, S. C.	Marion D. Lucas, President	Florence, S. C.

WATER UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Utility	Localities Served	Managing Officer	Address
Arden Water Supply Company	Arden, S. C.	D. H. Goldson, President	Columbia, S. C.
Carolina Utilities Company	Darlington, S. C.	J. R. Gilchrist, Manager	Darlington, S. C.
Crescent Beach Water Company	Crescent Beach, S. C.	Mrs. Estelle H. Haven, Owner	Ocean Drive, S. C.
Duke Power Company	Anderson, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
Ocean Drive Light & Water Co., Inc. ..	Ocean Drive Beach, S. C.	L. H. White, Pres. and Treas.	Ocean Drive, S. C.
Nixon, C. D.	Cherry Grove Beach, Ingram's Beach	C. D. Nixon	Ocean Drive, S. C.
Pawley's Island Water Works	Pawley's Island, S. C.	W. L. Thompson, Owner	Bucksville, S. C.
Peoples Water Service Company	Allendale, St. George, Walterboro, S. C.	A. J. Lucas, Manager	Walterboro, S. C.

TELEGRAPH COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Company	Officers	Address
Postal Telegraph-Cable Company	G. S. Gibbs, President	67 Broad St., New York, N. Y.
The Western Union Telegraph Company.....	R. B. White, President	60 Hudson St., New York, N. Y.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Name of Company	Exchanges	Managing Officer	Address
American Telephone & Telegraph Co. . .	Long Distance Only	Theodore G. Miller, President	New York, N. Y.
Bolen Telephone Company	Wagener, S. C.	A. O. Bolen, Manager	Swansea, S. C.
Bowman Telephone Company	Bowman, S. C.	Geo. W. Weathers, Manager	Bowman, S. C.
Cameron Telephone Company	Cameron, S. C.	N. H. Bull, Owner	Cameron, S. C.
Campobello Telephone Company	Campobello, S. C.	J. H. Bishop, Proprietor	Campobello, S. C.
Cassels Telephone Company	Ellenton, S. C.	W. B. Cassels, Proprietor	Ellenton, S. C.
Caw-Caw Telephone Company	St. Matthews, S. C.	P. L. Geiger, President	St. Matthews, S. C.
Central Telephone Company	Central, S. C.	T. A. Folger, President	Central, S. C.
Central Carolina Telephone Company . .	Beaufort, Branchville, Chesterfield, Estill, Hampton, Holly Hill, Mc- Bee, Pageland, Ridgeland, S. C. . .	R. S. DuRant, General Manager	Southern Pines, N. C.
Chesnee Telephone Company	Chesnee, S. C.	H. W. Askins, Manager	Chesnee, S. C.
Chester Telephone Company	Chester, S. C.	J. M. Bell, Manager	Chester, S. C.
Citizens Telephone Company	Lexington, S. C.	S. B. George, Manager	Lexington, S. C.
Coastal Telephone Company	Loris, S. C.	E. E. Prince, Owner	Loris, S. C.
Cope Telephone Company	Cope, S. C.	James L. Wilkes, Proprietor	Cope, S. C.
Due West Telephone Company	Due West, S. C.	G. Henry Bowie, Manager	Due West, S. C.
Edisto Telephone Company	North & Springfield, S. C.	B. L. Bolen, Manager	Williston, S. C.
Ehrhardt Telephone Company	Ehrhardt, S. C.	G. D. Bigbee, Manager	Farifax, S. C.
Elloree Telephone Company	Elloree, S. C.	Mrs. J. P. Ruple, Manager	Elloree, S. C.
Eutawville Telephone Company	Eutawville, S. C.	George W. Creech, Manager	Eutawville, S. C.
Fairfax Telephone Company	Fairfax, S. C.	G. D. Bigbee, Manager	Fairfax, S. C.
Fort Mill Telephone Exchange	Fort Mill, S. C.	S. L. Meacham, Proprietor	Fort Mill, S. C.
Gray Court Telephone Company	Gray Court, S. C.	J. B. Owings, Proprietor	Gray Court, S. C.
Great Falls Telephone Company	Great Falls, S. C.	F. E. Vantine, Treasurer	Great Falls, S. C.
Greeleyville Telephone Company	Greeleyville, S. C.	W. B. Browder, Manager	Greeleyville, S. C.
Greenwood Telephone Exchange	Greenwood, S. C.	C. B. Barksdale, Vice-President	Greenwood, S. C.
Heath Springs Telephone Company	Heath Springs, S. C.	E. C. Bridges, President	Heath Springs, S. C.
Home Telephone Company	Cross Hill, S. C.	C. B. Barksdale, Vice-President	Greenwood, S. C.
Home Telephone Company	Norway, S. C.	T. B. Phin, Manager	Norway, S. C.
Home Telephone Company	Moncks Corner, S. C.	Mrs. Mary D. Briscoe, Manager	Moncks Corner, S. C.
Independent Telephone Company	Lake City, S. C.	W. Lee Flowers, Secretary	Lake City, S. C.
Independent Telephone Company	Ninety Six, S. C.	W. B. Jeter, Secretary	Ninety Six, S. C.
Independent Telephone Company	Pinewood, S. C.	T. B. Smith, Proprietor	Pinewood, S. C.
Inman Telephone Exchange	Inman, S. C.	R. D. Hicks, Proprietor	Inman, S. C.
Island Telephone Company	Martins Point, S. C.	Catherine T. VonKolnitz, Secretary . .	Charleston, S. C.
Kershaw Telephone Company	Kershaw, Heath Springs, S. C.	H. L. McPherson, Treasurer	Kershaw, S. C.
Lancaster Telephone Company	Lancaster, S. C.	J. Carter Thomasson, Secretary	Lancaster, S. C.
Mayesville Telephone Company	Mayesville, S. C.	N. W. James, Manager	Mayesville, S. C.
Monarch Mills Telephone Company	Lockhart, S. C.	J. Roy Fant, Ass't Treasurer	Lockhart, S. C.
Polk County Telephone Company	Landrum, S. C.	R. H. Brady, Secretary	Tryon, N. C.

Pond Branch Telephone Company	Gilbert, S. C.	Ernest F. Smith, Manager	Gilbert, S. C.
Ridge Spring Telephone Company	Ridge Spring, S. C.	J. W. McCartha, Manager	Ridge Spring, S. C.
Ridgeway Telephone Company	Ridgeway, S. C.	D. W. Ruff, Manager	Ridgeway, S. C.
Rock Hill Telephone Company	Rock Hill, S. C.	E. L. Barnes, President	Rock Hill, S. C.
Saluda Telephone Company	Saluda, S. C.	C. B. Barksdale, Vice-President	Greenwood, S. C.
Santee-Cooper Package Company	Moncks Corner, S. C.	W. A. Corbett, President	Moncks Corner, S. C.
Seacoast Telephone Company	Andrews, Georgetown, Myrtle Beach, S. C.	A. G. Trenholm, Secretary	Georgetown, S. C.
Southern Bell Tel. & Tel. Company ...	Aiken, Allendale, Anderson, Bamberg, Barnwell, Batesburg, Belton, Ben- nettville, Blacksburg, Blackville, Blenheim, Camden, Charleston, Cheraw, Clemson College, Clinton, Clio, Clover, Columbia, Cowpens, Darlington, Denmark, Dillon, Easley, Edgefield, Florence, Gaffney, Gran- iteville, Greenville, Greer, Hartsville, Hickory Grove, Honea Path, John- ston, Jonesville, Latta, Leesville, Liberty, Marion, McColl, Mt. Pleas- ant, Mullins, Newberry, Orange- burg, Pelzer, Pendleton, Pickens, Piedmont, Prosperity, Seneca, Spar- tanburg, St. George, Summerville, Timmonsville, Union, Walhalla, Westminster, Whitmire, William- ston, York, S. C.	Ben S. Reed, President	Atlanta, Ga.
S. C. Continental Telephone Company..	Abbeville, Bishopville, Calhoun Falls, Conway, Fountain Inn, Kingstree, Lake City, Lamar, Laurens, Man- ning, McCormick, Olanta, Summer- ton, Sumter, Winnsboro, Woodruff, Walterboro, S. C.	L. E. Winget, General Manager ...	Sumter, S. C.
St. Matthews Telephone Company	St. Matthews, S. C.	Mrs. D. A. Stack, Manager	St. Matthews, S. C.
Starr Telephone Company	Starr, S. C.	A. G. Thompson, Proprietor	Starr, S. C.
Swansea Telephone Company	Swansea, S. C.	A. O. Bolen, Manager	Swansea, S. C.
Trenton Telephone Company	Trenton, S. C.	B. L. Bolen, Manager	Williston, S. C.
Ware Shoals Mfg. Company	Ware Shoals, S. C.	C. P. Thompson, Vice-President	Ware Shoals, S. C.
Williston Telephone Company	Williston, Simpsonville, S. C.	Sara E. Black, President	Williston, S. C.

LIST OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY IN EFFECT IN SOUTH CAROLINA

June 30, 1941

Class A

(Authorizing the transportation of passengers over regular route upon regular schedule).

Cert. No.	Name of Operator	Operating Between
77A	Atlantic Greyhound Corporation, Charleston, W. Va.	Orangeburg and Columbia, S. C., via North and Swansea.
135A	" " "	Columbia and Georgetown, S. C., via Sumter, Manning and Kingstree, over U. S. Highways Nos. 76 and 521.
142	" " "	N. C.-S. C. State Line and Charleston, S. C., via Little River, Myrtle Beach, Conway and Georgetown.
143	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Bennettsville, Florence, Kingstree, Charleston and Walterboro
144	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Harts-ville, Sumter, Manning, St. George and Walterboro.
145	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Lancaster, Camden, Sumter, Manning, St. George and Walterboro, and via Rock Hill, Lancaster and Camden.
146	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Camden, Columbia and Aiken.
147	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Fort Mill, Rock Hill, Chester, Columbia and Aiken and via Johnston, Edgefield and Aiken.

Cert. No.	Name of Operator	Operating Between
148	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Travelers Rest, Greenville, Greenwood and Edgefield and via Greenwood and McCormick.
149	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Gaffney, Spartanburg, Greenville, Easley and Westminster and via Easley, Pickens and Liberty.
150	" " "	Charleston, S. C. and S. C.-N. C. State Line, via Summerville, Orangeburg, St. Matthews, Columbia, Greenville and Travelers Rest.
151	" " "	Columbia and Florence, S. C., via Sumter and Timmons ville, over U. S. 76.
152	" " "	Columbia and Florence, S. C., via Bishopville, Hartsville and Darlington.
153	" " "	Myrtle Beach and Georgetown, S. C., over U. S. 17.
154A	Atlantic Greyhound Corporation	Yemassee and Parris Island, via Burton, Beaufort and Port Royal.
155A	" " "	Cheraw and Bennettsville, S. C.
156	" " "	North and Hardeeville, S. C.
159	" " "	Ridgeway and Rock Hill, S. C., via Great Falls and Fort Lawn.
165	" " "	Columbia and Aiken, S. C., via Wagener.
167	" " "	Sumter and Manning, S. C., via Paxville and between Sumter and Summerton, via Paxville.

Cert. No.	Name of Operator	Operating Between
168	" " "	Columbia and Charleston, S. C., via St. Matthews and Holly Hill.
170	" " "	McCormick, S. C. and the intersec- tion of State Highway 43 and U. S. Highway 25.
*173	" " "	Charleston, S. C. and the S. C.-Ga. State Line, via Rantowles and Gar- dens Corner.
179	" " "	Columbia and McCormick, S. C., via Lexington and Saluda, over State Highway No. 43.
185	" " "	The Intersection of U. S. Highway 521 and State Highway 261, and the intersection of U. S. Highway 52 and State Highway 171, via Greeleyville, over State Highway No. 261.
23C	Carolina Motor Bus Lines, Anderson, S. C.	Greenville and Anderson, S. C.
44B	" " "	Anderson and Walhalla, S. C., via Clemson College and Seneca.
66A	" " "	Anderson and Newberry, S. C., via Belton, Greenwood and Ninety Six.
87B	" " "	Williamston and Greenville, S. C.
92A	" " "	Anderson and Williamston, S. C.
158	" " "	Seneca and Abbeville, S. C., via Townville, Anderson and Antre- ville.
160	" " "	Newberry and Lancaster, S. C., via Winnsboro and Great Falls.
16A	Carolina Scenic Lines, Mc- Duff Turner, Owner, Spar- tanburg, S. C.	Spartanburg and Union, S. C., via Jonesville.

Cert. No.	Name of Operator	Operating Between
31A	Carolina Scenic Lines	(Rutherfordton) N. C.-S. C. Line and Spartanburg, S. C., via Ches- nee.
33A	" " "	Spartanburg and Union, S. C., via Pauline.
67A	" " "	Spartanburg and Clinton, S. C., via Pauline.
79A	Carolina Scenic Lines	Clinton, S. C. and S. C.-Ga. Line (Augusta), via Chappell, Saluda, Johnston and Trenton.
100A	" " "	Union and Columbia, S. C., via Jen- kinsville.
137	Carolina Scenic Coach Line, Spartanburg, S. C.	Salem, S. C. and Bookman, S. C., via Winnsboro.
169	" " "	Jonesville, S. C. and S. C.-N. C. Line, via Pacolet and Gaffney.
97B	Carolina Stages, Spartan- burg, S. C.	Union and York, S. C., via Kelly, Lockhart and Sharon, over State Highways Nos. 11, 9 and 91.
138	" " "	Anderson, S. C. and Rock Hill, S. C., via Belton, Laurens, Union and Chester (Restricted).
140	" " "	Lockhart, S. C. and York, S. C., via Sharon.
162A	" " "	Chester and Great Falls, S. C.
163	" " "	Columbia, S. C. and S. C.-N. C. Line (Charlotte), via Bookman, Winns- boro, Great Falls, Fort Lawn and Rock Hill.

Cert. No.	Name of Operator	Operating Between
183	" " "	Greenville, S. C. and S. C.-N. C. State Line (Monroe, N. C.), via Pelham, Woodruff, Enoree, Cross Anchor, Union, Kelly, Lockhart, Chester, Fort Lawn, Lancaster, S. C., over County Highway, State Highway 101, U. S. Highway 221, State Highways 92 and 9, U. S. 521 and State Highway 75.
184	" " "	Columbia and Winnsboro, S. C., via Rockton over State Highway No. 218.
189	" " "	Laurens, S. C. and Honea Path, S. C., via Ware Shoals.
190	" " "	Kelly, S. C. and Jonesville, S. C., over State Highways 9 and 11.
193	" " "	Spartanburg, S. C. and the Junction of State Highways 296 and 101, near Pelham, S. C., via Reidville. (Restricted).
171A	Colonial Bus Lines, Charleston, S. C.	Charleston, S. C. and West Virginia Pulp and Paper Company's Plant, (Restricted).
175A	" " "	Intersection of Durant Avenue and State Highway No. 2 and intersection of Cosgrove Avenue (Charleston) and Port Terminal Road.
192A	" " "	The junction of North Charleston Circle and Liberty Hill Road and the junction of Liberty Hill Road and State Highway No. 2.
196	" " "	Summerville, S. C. and the junction of State Highway No. 511 and U. S. 17, via Moncks Corner and the Pinopolis Dam.
124	J. J. Cook, Iva, S. C.	Anderson and Calhoun Falls, S. C.

Cert. No.	Name of Operator	Operating Between
7A	Eagle Bus Lines, Inc., Greenville, S. C.	Greenville and Columbia, S. C., over U. S. 76 and 276.
126A	" " "	Greenwood and Greenville, S. C., via Abbeville, Due West, Donalds, Honea Path and Williamston, S. C.
139B	Florence-Bamberg Bus Co., Inc., Cheraw, S. C.	Florence and Bamberg, S. C., via Effingham, Olanta, Turbeville, Manning, Summerton, Parler, Ellore and Orangeburg.
172	" " "	Bamberg and Allendale, S. C., via Ulmers and Sycamore.
57C	Gray Line Tours, Inc., Charleston, S. C.	Isle of Palms and Charleston, S. C.
10	Inter-Carolinas Motor Bus Co., Inc., Gastonia, N. C.	(Gastonia) N. C.-S. C. State Line and Rock Hill, S. C.
26A	" " "	Saluda, S. C. and Greenwood, S. C.
45B	" " "	Anderson, S. C. and S. C.-Ga. State Line (Athens). U. S. 29
70A	" " "	Whitmire and Greenwood, S. C.
76	" " "	York and Chester, S. C.
78A	" " "	Saluda and Batesburg, S. C.
84A	" " "	Whitmire and Chester, S. C.
89A	" " "	Batesburg and Columbia, S. C.
90	" " "	York, S. C. and S. C.-N. C. Line (Charlotte).
9'	" " "	Greenwood, S. C. and S. C.-Ga. State Line (Athens, Ga.).

Cert. No.	Name of Operator	Operating Between
111B	Pan American Bus Lines, Charlotte, N. C.	Columbia, S. C. and the S. C.-Ga. Line (Savannah), via Swansea, Blackville and Fairfax.
*134	" " "	S. C.-N. C. State Line (New York City) S. C.-Ga. Line (Miami, Fla.) via Fort Mill, Rock Hill, Chester, Columbia, Barnwell and Fairfax, S. C.
195	" " "	Intersection of State Highways Nos. 3 and 393 and Springfield, S. C., via Perry and Salley, S. C.
141A	Pee Dee Coach Line, Inc., Florence, S. C.	Florence and Georgetown, S. C., via Pamplico, Johnsonville and Hem- ingway.
93	Queen City Coach Co., Inc., Charlotte, N. C.	Florence, S. C. and S. C.-N. C. Line, (Lumberton, N. C.) via Marion, Latta and Dillon.
128	" " "	Bennettsville and the S. C.-N. C. State Line, (Wadesboro), via Che- raw.
131B	Queen City Coach Co., Inc.	Cheraw and Myrtle Beach, via Ben- nettsville, Society Hill, Hartsville, Darlington, Florence, Marion, Mullins and Conway.
132	" " "	Florence, S. C. and the S. C.-N. C. State Line, (Charlotte), via Dar- lington and Hartsville and McBee and Pageland.
157	" " "	Marion, S. C. and S. C.-N. C. Line, (Lumberton), via Mullins, Nichols and Lake View, and between Nich- ols and the S. C.-N. C. Line, over U. S. 76.
161	" " "	Cheraw and Lancaster, S. C., via Chesterfield and Pageland, over Highway No. 9.

Cert. No.	Name of Operator	Operating Between
164	" " "	N. C.-S. C. State Line (Monroe, N. C.) and Lancaster, S. C.
174	" " "	Conway, S. C. and Sumter, S. C., via Johnsonville, Lake City and Olan-ta.
176	" " "	Bennettsville, S. C. and Mullins, S. C., via Clio, Little Rock, Dillon, Floyd Dale and Fork, S. C.
186	" " "	Bennettsville, S. C. and S. C.-N. C. State Line (Hamlet, N. C.) over State Highway No. 38.
133	Smoky Mountain Stages, Inc., Asheville, N. C.	Anderson and N. C.-S. C. Line, (Bre-vard, N. C.), via Liberty and Pickens.
181	" " "	Greenville, S. C. and the S. C.-Ga. State Line (Highlands, N. C.), via Pickens and Walhalla, S. C., over County Highway from Greenville to Pickens, and thence over State Highways 183 and 28.
197	" " "	Clover, S. C. and the junction of State Highways Nos. 59 and 49, over State Highway No. 59.
198	" " "	Anderson, S. C. and the S. C.-Ga. State Line (Lavonia, Ga.), via Fair Play.
199	" " "	Anderson, S. C. and Fair Play, S. C., over State Highways Nos. 24 and 243.
102A	Southeastern Stages, Inc., Atlanta, Ga.	S. C.-Ga. Line, (Augusta) and Char-leston, S. C., over U. S. Highway 78.
109A	" " "	S. C.-Ga. Line (Atlanta) and S. C.-Ga. Line (Savannah), via Allen-dale, Hampton and Hardeeville.

Cert. No.	Name of Operator	Operating Between
178	" " "	S. C.-Ga. Line (Lincolnton, Ga.) and McCormick, S. C.
194	" " "	Elko, S. C. and Charleston, S. C., via Barnwell, Ehrhardt, Walterboro and Summerville, S. C.
188	A. M. Thrower, Ridgeville, S. C.	Walterboro, S. C. and Navy Yard, S. C., via Cottageville, Summerville and the West Virginia Pulp and Paper Mill. (Restricted).
191	" " "	St. George, S. C. and Navy Yard, S. C., via Byrds, Pregnall, Dorchester, Ridgeville, Jedburg, Summerville, Ladson, Antlers, Ten Mile Hill and West Virginia Pulp and Paper Mill. (Restricted).
30A	Hamish Turner, Spartanburg, S. C.	Newberry and Union, S. C., via Whitmire, S. C., over U. S. 176.
129	" " "	Newberry and Saluda, S. C.
18	McDuff Turner, Spartanburg, S. C.	(Tryon) N. C.-S. C. Line and Spartanburg, S. C.
19	" " "	Spartanburg and Greenwood, S. C., via Laurens.
166A	Valley Coaches, Inc., Augusta, Ga.	S. C.-Ga. Line, (Augusta) and Vaucluse, via Graniteville, S. C.
177	" " "	S. C.-Ga. Line, (Augusta, Ga.) and Clearwater, S. C., via North Augusta and Belvedere.
180	" " "	Warrenville and Aiken, S. C., via Stiefeltown and Efron's Place, over U. S. Highway No. 1 and State Highway No. 215.

Cert. No.	Name of Operator	Operating Between
182	Welborn Bus Line, Liberty, S. C.	Greenville and Westminster, S. C., via Pickens and Walhalla, over County Highway from Greenville to Pickens, and thence over State Highway 183.
200	L. E. Woodie, Beaufort, S. C.	Beaufort, S. C. and Hunting Island, S. C., via Frogmore, over State Highway No. 286.

Class B

(Authorizing the transportation of passengers over regular route but not upon regular schedule).

1A	Gray Line Tours, Inc., Char- leston, S. C.	Charleston and Folly Beach. Charleston and Magnolia Gardens. Charleston and Middleton Place Gar- dens. Charleston and Summerville, S. C.
2	" " "	Charleston and Belle Isle Gardens. via Harrietta Plantation and Hamp- ton, over U. S. Highway No. 17 and County Highway.

Class D

(Authorizing the transportation of freight over regular route upon regular schedule).

*60A	A. A. A. Highway Express, Atlanta, Ga.	(Atlanta) Ga.-S. C. Line and Green- ville, S. C., via Anderson, over U. S. 29.
*120	" " "	S. C.-Ga. State Line (Augusta, Ga.) and Charleston, S. C., via Aiken, Denmark and St. George, over U. S. Highway 78.
*135	Atlantic States Motor Lines, Inc., High Point, N. C.	N. C.-S. C. Line (High Point, N. C.) and S. C.-Ga. Line (Augusta, Ga.), via Rock Hill, Chester, Whitmire, Newberry, Saluda, and Johnston, and via Aiken, over U. S. High- way 21, State Highway 7, U. S. Highway 176, State Highways 22 and 19 and U. S. Highways 25 and 1.

Cert. No.	Name of Operator	Operating Between
*136	" " "	S. C.-N. C. Line (High Point, N. C.) and S. C.-Ga. Line (Atlanta, Ga.), via Blacksburg, Gaffney, Spartanburg, Greer, Greenville, Easley, Liberty, Clemson College, Seneca and Westminster, over U. S. Highway 29 and State Highway 13; and via Anderson over U. S. Highway 29.
114	Batesburg Hauling Co., Inc., Batesburg, S. C.	Batesburg and Greenwood, via Saluda, over U. S. Highway No. 178.
115	" " "	Batesburg and Batesburg, via Ridge Spring, Ward, Johnson, Edgefield, Trenton, Johnston, Monetta, Wagener, Pool's Mill, Pelion and Leesville, over State Highway 23, U. S. Highway 25, State Highways 19, 23 39 and 393, U. S. Highway 178, State Highway 245 and U. S. Highway 1.
148	C. and P. Transportation Co., Chesterfield, S. C.	Cheraw, S. C. and Pageland, S. C., via Chesterfield, Ruby and Mt. Croghan. Off Route Points: Seed Farm, Thompson's, River's Siding, Chesterfield Lumber Co., Sellars and Nicholson's.
110	Cooper Motor Express, Inc., Columbia, S. C.	Forest Acres and Columbia, S. C.
50A	Due West Motor Line, Due West, S. C.	Due West and Donalds, S. C.
*92	E. T. and W. N. C. Motor Transportation Co., Johnson City, Tenn.	Laurens, S. C. and S. C.-N. C. Line, (Johnson City, Tenn.), via Greenville and Travelers Rest.
101A	Efron Trucking Co., Inc., Ai- ken, S. C.	Columbia, S. C. and S. C.-Ga. Line, (Augusta), via Edmund, Wagener, Perry, Salley, Springfield and Aiken, S. C.

Cert. No.	Name of Operator	Operating Between
121	Efron Trucking Co., Inc.,	Aiken and Charleston, S. C., via Denmark, St. George and Summer-ville, over U. S. Highway No. 78, Alternate Route: from Denmark to Bamberg, via Norway, Neeses, Orangeburg and Cope; over State Highways 5, 4 and 33; Alternate Route: from Elko to Blackville, via Barnwell, over State Highways Nos. 37 and 3. (Restricted).
*122	" " "	Aiken and Aiken, S. C., via Edgefield, Johnston, Ridge Spring, Leesville and Monetta, S. C., over State Highway 19, U. S. 25, State Highway 23 and U. S. 1. Alternate Route: from Johnston to Johnston, via Saluda, over State Highway 19. (Restricted).
*140	" " "	Aiken, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via Batesburg, Lexington, Columbia, Ridgeway, Winnsboro, Chester and Rock Hill, over U. S. Highways 1 and 21; Alternate Route: via Batesburg, Lexington, Columbia, Camden, Kershaw and Lancaster, over U. S. Highways Nos. 1 and 521.
*141	" " "	Aiken, S. C. and Greenwood, S. C., via Edgefield, S. C., over State Highway 19 and U. S. Highway 25.
*139	M. D. Hicklin Motor Trucker, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Charlotte), via Ridgeway, Winnsboro, Chester and Rock Hill, over U. S. Highway 21.
33	J. D. Holly, Meggetts, S. C.	Yonges Island and Charleston, S. C.
*119	Horton Motor Lines, Inc., Charlotte, N. C.	Greenville, S. C. and S. C.-N. C. Line (Charlotte, N. C.), via Greer, Spartanburg, Gaffney and Blacksburg, S. C., over U. S. No. 29.

Cert. No.	Name of Operator	Operating Between
*130	" " "	Greenville and Slater, S. C., over U. S. Highways 25 and 276.
*131	" " "	Greenville and S. C.-Ga. State Line over U. S. Highway 29, Alternate Return Route: via Anderson, Bel- ton, Williamston, Pelzer, S. C.
*132	" " "	Greenville, S. C. and S. C.-Ga. State Line, via Easley, Liberty, Clemson College, Seneca and Westminster, over State Highway 13; Alternate Return Route: via Westminster, Seneca, Clemson College, Pendle- ton, Anderson, S. C.
*133	" " "	N. C.-S. C. Line (Charlotte, N. C.) and Great Falls, S. C., via Fort Mill, Rock Hill and Chester, S. C., over U. S. 21 and State Highway 97.
*134	" " "	Greenville, S. C. and Whitmire, S. C., via Mauldin, Simpsonville, Foun- tain Inn, Laurens, and Clinton, over U. S. Highways 276 and 76, and State Highway 7.
*128	Huckabee Trucking Com- pany, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Wilmington, Del.), via Camden, Bishopville, Bennetts- ville and McColl, S. C., over U. S. Highway No. 1, State Highway 34 and U. S. 15A.
64B	Inland Waterways Transpor- tation Co., Georgetown, S. C.	Charleston and Conway, S. C., via Plantersville and return via Myr- tle Beach and Murrells Inlet.
90	" " "	Georgetown and Kingstree, S. C.
*143	Lewis & Holmes Motor Freight Corporation, High Point, N. C.	S. C.-N. C. Line (Charlotte, N. C.) and S. C.-Ga. Line (Atlanta, Ga.), via Spartanburg, Greenville and Anderson, S. C., over U. S. 29, and Spartanburg, Greenville and Westminster, S. C., over U. S. 29 and State Highway 13.

Cert. No.	Name of Operator	Operating Between
*144	" " "	S. C.-N. C. Line (Charlotte, N. C.) and S. C.-Ga. Line (Augusta, Ga.), via Rock Hill, Chester, Columbia and Aiken, S. C., over U. S. Nos. 21 and 1.
*145	" " "	Cheraw, S. C. and Charleston, S. C., via Darlington, Florence, Lake City and St. Stephens, S. C., over U. S. 52.
87	Long Motor Lines, Green- wood, S. C.	Greenville and Greenwood, S. C., over U. S. Highway No. 25.
116	" " "	Greenwood, S. C. and S. C.-Ga. State Line, via Abbeville and Calhoun Falls, S. C. over State Highway No. 7.
117	" " "	Greenwood, S. C. and Greenwood, S. C., via Laurens and Clinton, S. C., over State Highway 221, U. S. Highway 76 and State High- way 7.
118	" " "	Greenwood, S. C. and Greenwood, S. C., via Edgefield, Johnston, Sa- luda, Newberry and Ninety Six, S. C., over U. S. No. 25 and State Highways 23, 19 and 22.
127	" " "	Greenwood, S. C. and Anderson, S. C. and all intermediate points and places, via Hodges, Donalds, Honea Path and Belton, S. C., over U. S. 178 and 76. (Restricted).
48	Milk Transport Co., Den- mark, S. C.	Lees and Charleston, S. C., via Blackville, Bamberg and St. George, over U. S. No. 78.
26A	Miller Motor Express, Char- lotte, N. C.	Chester, S. C. and the S. C.-N. C. State Line, (Charlotte, N. C.) over U. S. Highway No. 21.

Cert. No.	Name of Operator	Operating Between
*58	" " "	S. C.-N. C. Line (Charlotte) and the S. C.-Ga. Line, (Atlanta), via U. S. Highway 29.
73	New South Express Lines, Columbia, S. C.	Bowman and Charleston, S. C., via Branchville, St. George and Sum- merville, S. C.
74	" " "	Bowman and Charleston, S. C., via Ellore, Eutawville and Holly Hill, S. C.
75	New South Express Lines	Charleston and Westminster, S. C., via Orangeburg, Columbia and Greenville.
76	" " "	Columbia and S. C.-Ga. Line, (Au- gusta), via Batesburg, Ward and Edgefield.
77A	" " "	Batesburg, S. C. and S. C.-Ga. Line (Augusta), via Aiken, Vaucluse, Warrenville, Graniteville, Langley, Bath and Clearwater.
78	" " "	Orangeburg, S. C. and the intersec- tion of State Highways 3 and 2.
79	" " "	Anderson and the S. C.-N. C. Line, via Greenville, Spartanburg and Gaffney.
80	" " "	Greenwood, S. C. and S. C.-N. C. Line, over U. S. Highway 221.
81A	" " "	Union, S. C. and S. C.-N. C. Line, via Pauline, Spartanburg and Lan- drum, and via Jonesville and Pac- olet and Spartanburg.
84B	" " "	Columbia, S. C. and S. C.-N. C. Line, (Charlotte), via Winnsboro, Ches- ter, York, Rock Hill, Fort Mill and return via Fort Mill, Rock Hill, Chester and Winnsboro.

Cert. No.	Name of Operator			Operating Between
86A	"	"	"	Greenville, S. C. and S. C.-N. C. Line (Hendersonville), via Trav- elers Rest.
93	"	"	"	Columbia and Sumter, S. C., via Camden.
94	"	"	"	Columbia and Florence, S. C., via U. S. Highway No. 76.
95	"	"	"	Florence and Darlington, S. C., via Marion, Mullins, Latta, Dillon, Little Rock, Clio, Bennettsville, Cheraw, Society Hill.
96	"	"	"	Charleston S. C. and Florence S. C. via Moncks Corner, Kingstree and Lake City, S. C.
97	"	"	"	Sumter and Sumter, S. C., (Loop), via Manning, Kingstree, Greeley- ville, Wilson Mill, Summerton and Paxville.
98	"	"	"	N. C.-S. C. Line (Charlotte), and Camden, S. C., via Lancaster and Kershaw, S. C.
99	"	"	"	Sumter and Florence, S. C., via Bishopville, Hartsville and Dar- lington.
102	"	"	"	Manning and Effingham, S. C., via Olanta.
103	"	"	"	Sumter and Lake City, S. C., via Olanta.
*138	"	"	"	Clemson College and Honea Path, S. C., via Anderson and Belton, over U. S. Highways No. 76 and 178.

Cert. No.	Name of Operator	Operating Between
142	New South Express Lines	Clemson College, S. C. and Anderson, S. C., via La France and Pendleton, S. C., over U. S. Highway No. 76.
21B	R. D. Nilson d-b-a, Nilson Motor Express, Walterboro, S. C.	Charleston, S. C. and S. C.-Ga. Line, (Savannah), over U. S. 17.
35A	" " "	Walterboro and Charleston, S. C., over U. S. 17.
39A	" " "	Walterboro, S. C. and S. C.-Ga. Line, (Savannah), over U. S. 17.
123A	" " "	Walterboro and Columbia, S. C., via Ehrhardt, Bamberg, Blackville, Bamberg and Orangeburg over State Highways 64, 36 and 33, and U. S. Highways 78 and 21; via Bells Cross Roads, Branchville, and Orangeburg, over State Highway 64 and U. S. 21; and, via Ehrhardt, Bamberg, Denmark, North and Swansea, over State Highways 5, 36, and 64, and U. S. Highway 78; Off Route points: Cope, St. Matthews, St. George, Grover and Williams. (Restricted).
124A	" " "	Walterboro, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Yemassee, Allendale, Barnwell, Blackville and Aiken over U. S. Highway 17, State Highways 28 and 3, and U. S. Highway 78, and return via Allendale, Fairfax, Hampton and Yemassee, over State Highway 28 and U. S. Highway 17; Alternate Return Route: via Ellenton, Barnwell, Olar, and Ehrhardt, over State Highways 28 and 64; Off Route Points: Crockettville, Miley, Sycamore, Ulmers, Graniteville, Vaucluse and North Augusta. (Restricted).

Cert. No.	Name of Operator	Operating Between
111	Packet Delivery Company, Charleston, S. C.	Charleston and Conway S. C., via McClellanville, Georgetown, Mur- rells Inlet, Georgetown and Mc- Clellanville, over U. S. Highways 17, 501 and 701, and State Highway 179.
112	" " "	Charleston and Florence, S. C., via Summerville, Holly Hill, Parler, Summerton, Manning, Turbeville, Olanta and return via Coward, Lake, City, Kingstree, St. Stephen, Moncks Corner and Summerville, over State Highways 2 and 31, 45 and 64, and U. S. Highways 15, 52 and 301.
113	" " "	Charleston and Florence, S. C., via Mt. Holly, Moncks Corner, St. Stephen, Kingstree, Lake City and Effingham and return via Effing- ham, Olanta, New Zion, Alcolu, Manning, Greeleyville, St. Stephen and Moncks Corner, over State Highways 94 and 261, and U. S. Highways 52, 301 and 521.
*146	Pee Dee Express, Inc., Charlotte, N. C.	Hartsville, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via McBee and Pageland, Off Route Points: all S. C. cities or towns within a fifty mile radius of Harts- ville, S. C.
45B	Peoples Motor Express, Inc., Charleston, S. C.	St. Stephen and Charleston, S. C.
100	Pickens Railroad Company, Pickens, S. C.	Pickens and Easley, S. C.
72A	Railway Express Agency, Inc., Atlanta, Ga.	Columbia, S. C. and S. C.-Ga. Line, (Augusta), via Aiken and also via Ward and Trenton. (Restricted).
34A	Jerry T. Riley, Ridgeville, S. C.	Summerville and Charleston, S. C.

Cert. No.	Name of Operator	Operating Between
46	" " "	Ridgeville and Charleston, S. C.
126A	Saluda Motor Lines, Inc., Saluda, S. C.	Chappells, S. C. and Ward, S. C., via Saluda, S. C. and all interme- diate points and places, over State Highways 39, 19 and 193.
104	L. R. Powell, Jr., and Henry W. Anderson, Receivers of Seaboard Air Line Railway Co., Norfolk, Va.	Gaston and Garnett, S. C., via Swan- sea, North, Denmark, Olar, Fair- fax, Estill, S. C. (Restricted).
105	" " "	N. C.-S. C. Line (Hamlet, N. C.) and Columbia, S. C., via Cheraw, Chesterfield, Pageland, McBee, Camden, and return via Camden, McBee and Cheraw. (Restricted).
106	" " "	Greenwood and Great Falls, S. C., via Cross Hill, Clinton and Whit- mire. (Restricted).
125	" " "	McBee and Sumter, S. C., via Harts- ville and Timmons ville, over State Highway 151, U. S. Highway 15, and State Highway 403, and return via Bishopville, Darlington and Hartsville, over U. S. Highway 15 and State Highways 34 and 151.
137	Steverson & Son, Springfield, S. C.	Columbia and Springfield, S. C., via Swansea, over State Highways No. 5 and 3.
*108A	The Sanders Truck Trans- portation Company, Inc., Al- lendale, S. C.	Tillman, S. C. and the S. C.-Ga. State Line (Savannah) via Ridgeland and Hardeeville, over State High- way 336 and U. S. Highway 17.
*109A	" " "	Estill, S. C. and the S. C.-Ga. State Line (Savannah), via Garnett, Tillman and Hardeeville, over State Highway 5 and U. S. High- way 17.

Cert. No.	Name of Operator	Operating Between
147	" " "	Allendale, S. C. and the S. C.-Ga. State Line (Savannah), via Fairfax, Hampton, Estill, Garnett, Tillman, Ridgeland and Hardeeville; Alternate Route: between Fairfax and Estill, S. C., over State Highway No. 5. Over State Highways 28, 36, 631, 5 and 336, and U. S. Highway 17.
*71A	Transportation, Inc., Charlotte, N. C.	S. C.-Ga. State Line and S. C.-N. C. State Line, via Westminster, Greenville and Spartanburg, and via Anderson, Greenville and Spartanburg.
*91B	Transportation, Inc.	Clinton, S. C. and N. C.-S. C. Line, (Asheville, N. C.), via Greenville, S. C.
129	Ware Shoals Railroad Co., Ware Shoals, S. C.	Ware Shoals and Shoals Junction, S. C.

*Authorizing interstate service only.

MOTOR TRANSPORT DIVISION
STATEMENT SHOWING RECEIPTS AND TRANSFERS
TO STATE TREASURER

July 1, 1940 Through June 30, 1941

Revenue Receipts:

Class A Licenses	\$ 78,015.75	
Class B Licenses	172.50	
Class C Licenses	1,639.75	
Class D Licenses	48,431.59	
Class E Licenses	8,417.00	
Class F Licenses	140,893.25	
Driver's Permits	4,382.00	
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Total	\$281,951.84	
Less Fees Refunded	155.00	
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Total (Net)		\$281,796.84

Transfers to State Treasurer:

Motor Transportation Fund	\$281,951.84	
Less Refunds	155.00	
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Total (Net)		\$281,796.84

APPEARANCE AND CASH BOND ACCOUNT

On Hand July 1, 1940	\$ 2,500.00	
Collected	400.00	
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Total	\$ 2,900.00	
Less Bonds Refunded	200.00	
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Balance June 30, 1941		\$ 2,700.00

MOTOR TRANSPORT DIVISION
STATEMENT OF EXPENDITURES

July 1, 1940 Through June 30, 1941

A-1 *Salaries:*

Director	\$ 3,000.00	
Office Assistant	1,800.00	
Cashier	1,800.00	
Rate Expert	2,240.00	
Assistant Rate Expert	2,100.00	
Stenographer	1,620.00	
Steno-Clerk	1,350.00	
Steno-Clerk	1,200.00	
Clerk	900.00	
Inspectors	22,866.46	
A-2 Wages	104.00	
A-3 Reporter	660.00	
A-3 Experts, Investigations and Ex- tra Clerical Help	729.65	
A-3 Local Counsel	2,000.00	
B-1 Freight, Express and Deliveries...	1.00	
B-2 Travel	20,461.74	
B-3 Telephone and Telegraph	1,104.15	
B-4 Repairs	48.65	
B-5 Printing and Advertising	165.00	
C-4 Office Supplies	2,664.04	
D-1 Rents	1,680.00	
D-2 Insurance	615.50	
G-1 Office Equipment	823.81	
Total		\$ 69,934.00

PART III.

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division was organized and operates under an Act of the General Assembly, regulating persons, corporations, etc., engaged in the generation, transmission, delivery, or furnishing of electricity for lighting, heating, power, etc., as approved by the Governor on April 8, 1932.

The following report has been prepared in accordance with this Act to outline the activities of the Division during the fiscal year ending June 30, 1941.

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division is charged with the duty of investigating electric utilities operating in this State, working up information upon which the Commission can establish the present fair value of the properties of these utilities, whenever necessary, recommending to the Commission readjustment of rates and rate schedules, investigating complaints, studying the operating and financial affairs of the various companies and performing such other duties as are delegated to it by the Commission, looking toward the carrying out of the provisions of the Regulatory Act.

The Divisional staff has been occupied continuously since the formation of this agency and its duties have shown a progressive increase during the past several fiscal years. This increase is due to many investigations into the various functions of the electric utilities. Many of these activities that took place during the past fiscal year are outlined in various sections of this report.

Companies Economically Sound

Demonstrating the economic soundness of various electrical generating, distributing and servicing companies operating in South Carolina is the fact that the annual operating revenue of the privately owned companies—those companies that the Commission regulates—for the calendar year ending June 30, 1941, was \$22,044,952.35 for the sale of 1,938,354,045 kilowatt-hours of energy and of electrical services to 149,118 customers. As is generally the case, decreases in rates cause increases in operating revenues, in the average consumption of power, and in the number of customers. Reductions have been brought about continuously by the Commission for the past nine years, or from the time of the organization of the Division due, primarily, to the investigations made by the staff of the Division during these years. The electric rate payers of the State, for those reasons, have been saved an accumulated total of \$18,098,382 in rate reductions and this large saving was made at a cost of \$600,120.29 assessed by the Comptroller General against the power companies which the Commission regulates. These costs do not come out of the general tax fund.

During the life of this Division the cost per kilowatt-hour of energy to the domestic consumer has been decreased from an average of 6.7 cents in 1931 to 2.9 cents at this time while, conversely, domestic consumption has increased 87.3 per cent and the cost to these consumers, as differentiated from commercial and industrial customers, has decreased 56.7 per cent.

Rural Electrification

Rural electrification continues to expand, largely due to the impetus put behind it by the various public electric cooperatives. Since the formation of this Division the Commission and its staff have been working assiduously for the electrification of South Carolina farms, so much so that the private companies under their regulation have built 6,564 miles of rural distribution lines serving 41,000 customers. The total mileage in rural distribution lines as of June 30, 1941, built by all agencies, private and public, were 14,640 miles serving 66,240 customers. The remarkable growth of this service can best be gauged when it is taken into consideration that according to the report of the National Electric Light Association for the year 1930, or slightly over a decade ago, this State had approximately 2,000 electric customers who were classified as "rural."

The following table shows the classification between utilities, public and private, miles of rural distribution lines and the number of customers served:

Rural Line Statistics As of June 30, 1941

<i>Source</i>	<i>Miles</i>	<i>Customers</i>
Private Utilities	6,564.90	41,028
Greenwood County Electric Power Comm.	428.20	1,943
S. C. Rural Electrification Authority ...	7.56	15
Electric Cooperatives	7,182.53	15,592
Municipalities	457.00	3,662
Total	14,640.19	66,240

This Division continues to be faced with a great deal of inventory and regulatory work in the handling of the affairs of the various privately owned utilities. During the past fiscal year its engineers and accountants have been making a thorough

study and inventory of the physical properties of the South Carolina Power Company, with headquarters at Charleston, S. C. This inventory work will be completed within several months and then the properties will be appraised, priced and valued, based upon these investigations and the experience and knowledge of the staff's engineers. This valuation will be compared with the valuation set up on the books of the Company.

When this work is completed a like survey and analysis of the physical properties of the Carolina Power & Light Company, with headquarters at Raleigh, N. C., will be undertaken. This inventory and valuation will take the better part of eighteen months to complete.

Concurrently with these activities, the Commission will continue its studies of all phases of rural line activity and of electric utility operations, including the operating details of the various companies. The Division for some time has been making an analysis of various hydraulic features in connection with the various South Carolina companies, and this phase of work will be continued for some time, particularly an intense investigation into results of the recent drought upon hydro-electric power.

The Division is continuing its investigation into prospective changes in the fiscal structure of the companies and the financial interconnection of these companies with their holding companies and other affiliates.

So-called "Power Shortage"

The Division has been interested in and has made a great many studies of the so-called "shortage of power" in the Southeast as it effects South Carolina. The Division, in its studies, has determined specifically that there is no shortage of power in the inter-related systems operating in this State and North Carolina, except when this power is exported to take care of the deficits occurring in other power areas. Members of the staff and of the Commission have attended various hearings of the Federal Power Commission on this subject, held in Atlanta, Georgia, and Charlotte, North Carolina, and have made frequent trips to Washington in relation to this subject, particularly in an attempt to emphasize to the Federal Power Commission

and various other Federal agencies that South Carolina is in a position adequately to take care of defense industries if these industries are placed in this State. These activities will continue.

The outlook is that there will be a definite increase in the work of this Division for the next several years, or maybe longer.

RATES

During the fiscal year ending June 30, 1941, a total of \$253,942 in electric rate reductions was secured by the Commission based upon recommendations of the Electrical Utilities Division. In view of the general rise in practically all commodity prices, this is a comparatively large reduction to be taken from the operating revenues of the privately owned electric utilities operating in South Carolina. Reductions obtained in previous years are still in effect and South Carolina electric consumers will continue to enjoy the benefits of low cost electric service on account of these reduced rates.

Electric rate reductions during the year ending June 1941 compared with the same period 1938-1939 and 1939-1940 are shown as follows:

	Year	Year	Year
	1938-1939	1939-1940	1940-1941
Residential Service	\$ 317,520	\$15,293	\$ 86,100
Commercial Service	333,359	6,013	75,740
Industrial Power Service ..	354,316	19,848	84,001
Other Electric Service	58,100	4,437	8,101
	<hr/>	<hr/>	<hr/>
Total	\$1,063,295	\$45,591	\$253,942

Electric rate reductions obtained by the Division since 1932 have resulted in savings to South Carolina consumers of \$18,098,382 as of December 31, 1940. As of June 30, 1941 savings are accumulating at the rate of \$4,301,324 per year.

This total saving of \$18,098,382 as of December 31, 1940 has been obtained with a total assessment of \$600,120.29 on the privately owned electric utilities from April 1932 when the Electrical Utilities Division was set up by an Act of the General Assembly, through the end of June 1941.

The availability of electric service throughout the greater portion of South Carolina at prices generally lower than in other sections of the nation has brought about an increased use of labor saving devices, as well as an increased use of electric energy for lighting and cooking.

Since 1932 when the Electrical Utilities Division was organized, domestic and residential electric customers, which comprise over 78% of the total number of electric customers in South Carolina served by the privately owned electric utilities, have received the greatest benefits in rate reductions and at the same time have increased their use of electricity to a greater degree and probably have put electric service to more varied uses than any other class of customers. In 1932 the average annual use of the average domestic customer in South Carolina was 632 kilowatt-hours which was paid for at an average rate of 6.04c per kilowatt-hour. By the end of 1940 the average annual domestic consumption had increased to 1184 kilowatt-hours per customer and this increased usage was purchased at 3.17c per kilowatt-hour. This is an increase in annual average kilowatt-hour use per customer of 87.3% and a reduction in average rate of 47.5%.

Since the organization of the Electrical Utilities Division the use of electricity for domestic purposes in South Carolina has been increasing at a more rapid rate than use throughout the entire United States and at the same time the average rate per kilowatt-hour for service in South Carolina is lower than the average rate throughout the United States. The average South Carolina customer uses 25.4% more kilowatt-hours annually than the average customer throughout the United States and pays for this energy at an average rate of 17.4% lower than the average United States customer. In other words, the average South Carolina customer has an average annual bill of \$37.53 for which he receives 1184 kilowatt-hours. This bill is 2.65% higher than the average domestic bill throughout the country which is \$36.56 for which the average United States domestic customer receives only 952 kilowatt-hours.

Electric energy is made available to consumers in South Carolina by the privately owned electric utilities at rates that compare very favorably with and in most cases are considerably

lower than rates in other sections of the United States and at the same time the privately owned utilities in South Carolina are paying taxes of nearly 21 cents out of every dollar collected for electric service.

The following tables show the electric rate reductions obtained by the Commission on data and recommendations of the Electrical Utilities Division since its organization in 1932 as well as sales statistics for the privately owned electric utilities operating within the State.

**SUMMARY OF ELECTRIC RATE REDUCTIONS OBTAINED FOR SOUTH CAROLINA
CONSUMERS SINCE 1932**

Year	Residential	Commercial and Small Power	Industrial Power	Street Lighting	Other Electric	Total	Total Accumulated	Savings to Customers for Calendar Year
1932	\$105,156	\$69,513	\$171,746	\$16,118	\$3,600	\$366,133	\$366,133	\$62,309
1933	88,183	54,699	168,723	14,700	3,197	329,502	695,635	558,206
1934	247,639	137,854	251,127	6,500	3,290	646,410	1,342,045	794,965
1935	55,000	40,193	30,100	.....	41,570	166,863	1,508,908	1,484,330
1936	308,878	242,949	193,255	.....	12,280	757,357	2,266,265	1,988,558
1937	138,064	83,874	35,235	.....	2,050	259,223	2,525,488	2,488,023
1938	191,441	197,802	223,731	13,000	.....	625,974	3,151,462	2,862,317
1939	258,496	255,831	297,450	22,180	36,200	870,157	4,021,619	3,785,122
1940	63,817	77,181	91,598	3,314	7,943	243,853	4,265,472	4,074,552

Total Saving to South Carolina Consumers 1932-1940, Inclusive\$18,098,382

Total Appropriation for Electrical Utilities Division April 1932 Through
June 30, 1940 \$600,120.29

**SALE OF ELECTRIC POWER IN SOUTH CAROLINA BY NINETEEN PRIVATELY OWNED
UTILITIES DURING 1940**

	Number of Customers	Kilowatt-hours	Revenue
Residential Service	116,302	137,679,347	\$4,365,231.77
Commercial and Small Power	29,585	105,427,074	3,392,713.97
Industrial Power	2,367	1,054,575,102	9,489,861.46
Municipal and Street Lighting	781	17,289,080	503,153.44
Non-Affiliated Utilities to Municipalities for Re-Sale ..	22	68,251,816	669,415.50
Non-Affiliated Utilities to R. E. A. Rural Cooperatives	39	11,178,242	146,243.26
Affiliated Utilities for Ultimate Consumers	6	6,190,854	67,053.51
Total Sales to Ultimate Consumers	149,102	1,400,591,515	\$18,633,672.85
Non-Affiliated Utilities not for Ultimate Consumers ...	13	385,416,031	2,556,935.21
Affiliated Utilities not for Ultimate Consumers	3	152,346,499	704,294.61
Total Electric Sales	149,118	1,938,354,045	\$21,894,902.67
Miscellaneous Electric Revenue—Forfeited, Discounts, Penalties, Etc. ....	.....	.....	150,049.68
Total Electric Operating Revenue .....	.....	.....	\$22,044,952.35

**ELECTRIC ENERGY ACCOUNT OF NINETEEN PRIVATELY OWNED UTILITIES
OPERATING IN SOUTH CAROLINA DURING 1940**

	Net Kilowatt Hours
Steam—Generation	490,844,577
Hydro—Generation	1,067,313,843
Internal Combustion—Engine Generation	3,147,035
Total—Generated	1,561,205,455
Purchased Power	578,596,534
Interchanged—Received (Includes energy from North Carolina)	159,676,117
Total Provided	2,299,578,106
Sales	1,938,354,045
Company Use	35,063,421
Interchange—Sent Out	70,494,775
Losses and Un-Accounted For	257,665,865
Total Accounted For	2,299,578,106

**ANNUAL KILOWATT HOUR SALES IN SOUTH CAROLINA
ALL PRIVATELY OWNED ELECTRIC UTILITY COMPANIES OPERATING IN
SOUTH CAROLINA**

Year	Residential	Commercial Power and Light	Municipal Use and Re-Sale	Industrial Power and Light	Total KWH Sales Ultimate Con- sumers	Other Electric Corporations	Total Electric Sales
1922 ...	17,173,096	16,528,621	8,248,636	428,006,498	469,956,851	71,550,751	541,507,602
1923 ...	19,842,288	19,041,682	9,832,129	468,134,261	516,850,360	80,268,041	597,118,401
1924 ...	20,130,349	19,417,104	8,672,035	494,500,763	542,770,256	41,098,341	583,868,597
1925 ...	21,539,103	20,721,247	9,723,648	541,540,349	593,524,347	48,984,003	642,508,350
1926 ...	21,940,245	21,100,687	10,191,097	668,510,967	721,742,936	148,879,345	870,622,341
1927 ...	23,984,346	23,054,655	9,939,024	784,874,440	841,852,465	88,592,961	930,445,426
1928 ...	32,781,027	31,409,919	14,098,634	808,450,181	886,737,761	72,430,917	959,170,678
1929 ...	*30,600,034	*29,452,442	*34,253,344	816,641,065	910,946,885	176,285,982	1,087,232,867
1930 ...	42,587,569	40,498,456	33,809,720	698,285,511	820,181,256	581,499,719	1,401,680,975
1931 ...	42,995,509	39,403,857	38,421,596	686,790,281	807,611,243	605,310,840	1,412,922,083
1932 ...	45,641,383	37,372,599	35,430,273	656,735,524	775,179,779	610,366,357	1,385,546,136
1933 ...	40,082,543	32,326,296	34,380,958	783,392,300	890,182,097	304,065,269	1,194,247,366
1934 ...	46,349,111	43,483,925	43,580,822	628,598,658	762,012,516	544,327,692	1,306,340,208
1935 ...	56,827,133	52,103,907	47,379,772	688,082,824	844,393,636	469,499,909	1,313,893,545
1936 ...	71,337,470	62,650,040	52,777,002	779,955,536	966,720,048	438,487,072	1,405,207,120
1937 ...	87,458,543	67,599,146	61,707,065	913,970,082	1,130,734,836	453,616,995	1,584,351,831
1938 ...	101,749,752	92,565,591	69,567,886	778,548,895	1,042,432,124	447,334,680	1,489,766,804
1939 ...	117,521,152	93,023,837	84,571,484	951,495,852	1,246,612,325	525,417,975	1,772,030,300
1940 ...	137,679,347	105,427,074	85,540,896	1,060,765,956	1,389,413,273	548,940,772	1,938,354,045

*Adjusted.

ANNUAL KILOWATT HOURS GENERATED IN SOUTH CAROLINA BY PRIVATELY OWNED ELECTRIC UTILITIES

Year	Hydro	Fuel	Total
1924	807,570,649	65,792,294	873,362,943
1925	581,042,411	255,202,765	836,245,176
1926	616,483,501	266,712,102	883,195,603
1927	662,077,511	200,181,768	862,259,279
1928	1,189,001,995	100,414,020	1,289,416,015
1929	1,290,617,498	124,153,915	1,414,771,413
1930	982,544,360	120,486,005	1,103,030,365
1931	1,236,755,025	219,461,435	1,456,216,460
1932	1,346,045,753	44,773,856	1,390,824,614
1933	1,282,055,101	112,134,974	1,394,190,075
1934	1,321,908,876	145,474,599	1,467,383,475
1935	1,293,691,990	110,022,370	1,403,714,360
1936	1,570,295,460	121,134,005	1,691,429,465
1937	1,685,373,877	138,113,677	1,823,487,554
1938	1,202,130,991	248,270,808	1,450,401,799
1939	1,325,985,666	370,766,372	1,696,752,038
1940	1,067,313,843	493,991,612	1,561,305,455

SALE OF ELECTRIC ENERGY BY PRIVATELY OWNED UTILITIES TO MUNICIPALITIES FOR RE-SALE—1940

Municipality — Purchased From	Kilowatt-Hours	Revenue	Avg. Rate Cents Per KWH
Abbeville—Duke Power Co.	2,572,600	\$25,154.45	0.978
Bamberg—S. C. Power Co.	1,090,200	12,596.40	1.155
Bennettsville—Carolina Power and Light Co.	2,302,800	29,356.80	1.275
Camden—Carolina Power and Light Co.	3,860,400	45,639.56	1.182
Clemson College—Duke Power Co.	2,513,000	24,597.35	0.979
Clinton—Clinton Cotton Mills	2,456,400	22,828.80	0.929
Due West—Duke Power Co.	415,430	4,911.91	1.182
Easley—Duke Power Co.	2,579,050	26,043.29	1.010
Gaffney—Duke Power Co.	3,105,480	31,179.12	1.004
Greenwood—Duke Power Co.	8,167,440	67,523.88	0.827
Greer—Duke Power Co.	3,610,400	34,535.20	0.957
*Laurens—Duke Power Co.	1,787,680	18,186.88	1.017
McCormick—S. C. Power Co.	321,200	4,571.00	1.423
Newberry—Duke Power Co.	3,482,900	33,836.50	0.972
*Ninety-Six—Duke Power Co.	579,120	6,389.95	1.103
Orangeburg—S. C. Electric & Gas Co.	10,546,500	97,767.00	0.927
Prosperity—Duke Power Co.	504,256	5,771.07	1.144
Rock Hill—Duke Power Co.	8,534,200	71,875.90	0.842
Seneca—Duke Power Co.	2,336,480	22,907.88	0.980
Union—Lockhart Power Co.	4,104,000	44,415.00	1.082
Westminster—Duke Power Co.	1,039,280	11,022.78	1.061
Winnsboro—S. C. Electric & Gas Co.	2,399,400	28,194.00	1.175
Total Purchased—1940	68,308,216	\$669,304.72	0.9798¢

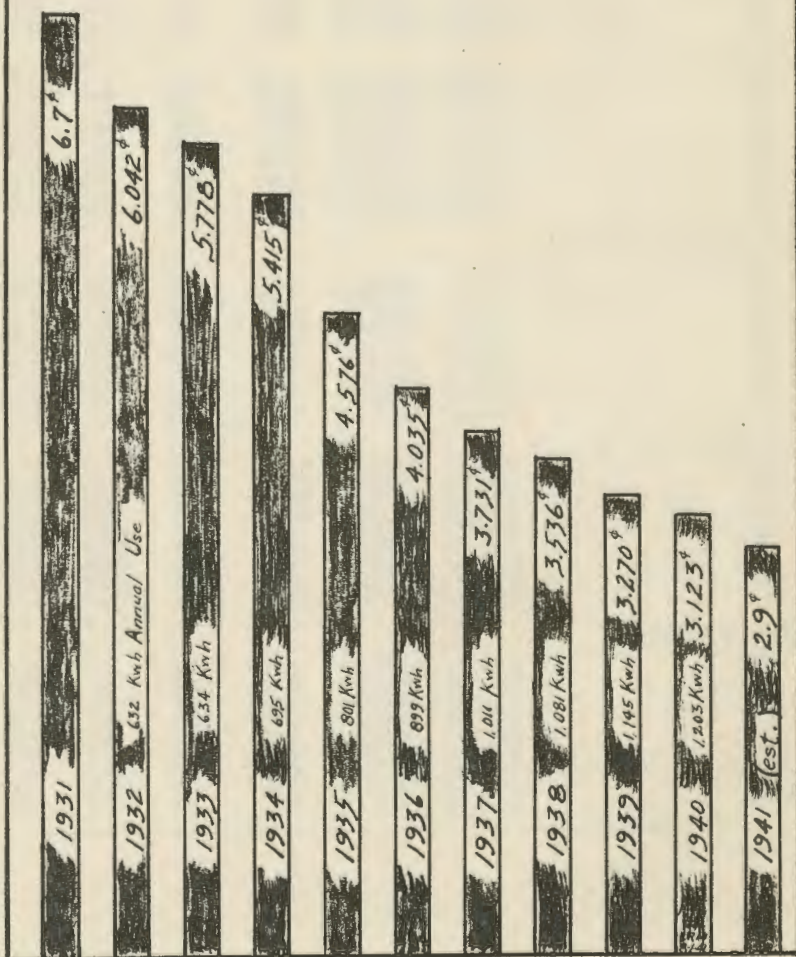
*Part year—Power now purchased from Publicly owned Utility.

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY
COMPANIES OPERATING IN SOUTH CAROLINA**

Company—Year	Kw.-Hr.	Revenue	Customers	Average Rate Cents per Kw.-Hr.	Average Annual Use-Kw.-Hr. Per Customer	Average Annual Revenue Per Customer
Carolina Power & Light Co.						
1932	7,503,977	\$458,117.80	10,204	6.105	735	\$44.90
1933	7,352,300	448,322.05	10,333	6.098	712	43.39
1934	8,181,400	487,813.95	11,160	5.963	734	43.75
1935	10,939,600	494,500.60	11,731	4.520	933	43.15
1936	14,356,500	534,133.95	12,893	3.721	1,114	41.43
1937	17,904,600	594,382.59	14,199	3.320	1,261	41.86
1938	20,628,600	664,970.68	15,412	3.224	1,338	43.15
1939	23,496,700	684,680.75	16,590	2.914	1,416	41.27
1940	26,657,500	758,002.18	18,196	2.843	1,465	41.66
Duke Power Co.						
1932	13,514,460	\$756,738.60	22,376	5.599	604	\$33.82
1933	14,373,986	747,847.70	23,732	5.203	604	31.43
1934	16,709,171	834,111.79	24,551	4.992	681	33.97
1935	19,625,277	884,898.07	27,481	4.509	714	32.20
1936	23,439,971	975,763.86	31,313	4.163	748	31.16
1937	28,862,577	1,131,431.57	34,121	3.920	878	33.16
1938	33,709,203	1,231,446.43	37,851	3.653	891	32.53
1939	39,365,717	1,318,608.01	41,596	3.343	946	31.70
1940	46,718,561	1,479,019.03	47,771	3.166	978	30.96
South Carolina Electric and Gas Co.						
1932	6,458,056	\$405,256.12	11,321	6.275	570	\$35.80
1933	6,491,177	404,227.58	11,395	6.227	570	35.47
1934	7,471,398	424,225.27	12,187	5.678	613	34.81
1935	9,198,808	447,109.20	12,624	4.862	729	35.42
1936	11,434,393	533,749.97	13,966	4.668	819	33.22
1937	13,752,156	571,752.81	15,421	4.158	892	37.08
1938	15,895,614	638,580.58	16,477	4.017	965	38.76
1939	17,784,408	661,557.17	17,652	3.720	1,008	37.48
1940	20,296,986	729,725.95	19,007	3.595	1,068	38.39
South Carolina Power Co.						
1932	9,620,311	\$621,449.38	*14,741	6.460	653	\$42.16
1933	9,996,209	607,484.61	*14,781	6.077	676	41.10
1934	11,778,042	643,925.93	*15,602	5.467	755	41.27
1935	14,974,782	678,156.78	*16,482	4.529	909	41.15
1936	19,081,314	712,938.01	17,798	3.736	1,072	40.06
1937	23,839,971	850,013.02	19,678	3.565	1,212	43.20
1938	27,971,128	937,588.64	21,088	3.352	1,326	44.16
1939	32,384,324	1,033,552.52	22,915	3.192	1,413	45.10
1940	38,604,381	1,163,738.56	25,007	3.015	1,544	46.54
Totals and Averages (4 Large Companies)						
1932	37,096,804	\$2,241,561.90	58,642	6.042	632	\$38.22
1933	38,213,672	2,207,881.94	60,301	5.778	634	36.61
1934	44,140,011	2,390,076.94	63,490	5.415	695	37.64
1935	54,738,467	2,504,664.65	68,318	4.576	801	36.66
1936	68,312,178	2,756,585.79	75,970	4.085	899	36.29
1937	84,359,304	3,147,580.18	83,419	3.731	1,011	37.73
1938	98,204,545	3,472,586.33	90,828	3.536	1,081	38.23
1939	113,106,220	3,698,398.45	98,753	3.270	1,145	37.42
1940	132,277,428	4,130,485.72	109,981	3.123	1,203	37.56

*Meters.

AVERAGE COST PER KILOWATT-HOUR
RESIDENTIAL SERVICE
FOUR LARGE COMPANIES



**RESIDENTIAL ELECTRIC STATISTICS OF PRIVATELY OWNED ELECTRIC UTILITIES
OPERATING IN SOUTH CAROLINA**

Name of Utility	Kw.-Hrs.	Revenue	Average Number Customers	Average Rate Cents Per KWH	Average Annual Kw.-Hr. Per Customer	Average Annual Bill
Belton Light & Power Co. ..	945,159	\$34,856.89	1,143	3.688	827	\$30.50
Brodie Light & Power Co. ..	32,024	1,167.54	43	3.646	745	27.15
Carolina Power & Light Co. ..	26,657,500	758,002.18	18,196	2.843	1,465	41.66
Duke Power Company	46,718,561	1,479,019.03	47,771	3.166	978	30.96
Electric Company	224,932	6,718.07	244	2.986	922	27.53
Heath Springs Lt. & Pow. Co. ..	169,479	6,715.27	200	3.962	847	33.58
*Jenkinsville Lt. & Pow. Co. ..	24,073	753.21	21	3.129	1,146	35.88
Kershaw Oil Mill	266,206	11,340.26	422	4.260	631	26.87
Lockhart Power Co.	919,036	39,363.75	1,551	4.233	593	25.38
Santee River Hardwood Co. ..	62,162	5,105.40	142	9.822	438	43.00
S. C. Elec. & Gas Co.	20,296,986	729,725.95	19,007	3.595	1,068	38.39
S. C. Power Co.	38,604,381	1,163,738.56	25,007	3.015	1,544	46.54
S. C. Utilities Co.	2,295,498	102,593.43	2,156	4.469	1,065	47.59
Waccamaw Power Co.	382,249	19,568.45	273	5.119	1,400	71.68
White's Bridge Power Co.	81,041	5,563.72	126	6.864	643	44.15
Total	137,679,347	\$4,365,231.71	116,302	3.1706	1,184	\$37.53

*Allocated.

RESIDENTIAL BILL COMPARISON

The following tables compare the electric bills of the four larger electric companies operating in South Carolina and furnishing electric service for residential purposes. During 1940 these four companies served approximately 95% of the residential customers receiving electric service from the privately owned electric utilities. Statistics of the publicly owned and municipally owned systems are not available and are not included in this figure.

The bills for various monthly kilowatt-hour consumption are calculated under each of the rates that have been in effect since 1932 when the Commission through its Electrical Utilities Division began its regulatory work looking towards the establishment of lower electric rates and the general improvement of electric service throughout the State. The Commission and the Division is continuing this work looking toward readjustment in electric rates to the end that none of the several companies operating within the State shall earn more than a reasonable return on the fair value of their electric properties devoted to the public service.

All of the many rates that were in effect in 1932 are not shown in the following tabulations because a large number of these

rates were applicable to not more than a very small portion of the territory served by the company involved and further, the majority of these rates were inherited from the small predecessor companies and municipalities that were merged before 1932 to form the power companies operating at this time.

One of the valuable services rendered by the Electrical Utilities Division has been the recommendations of the Division, and the acceptance by the Commission of reductions in the number of schedules in effect in various sections of the territories of the several companies. At the present time, one residential schedule is available throughout the urban territory of each of the major companies and only a very few customers find it to their advantage to remain on one of the old schedules in effect in 1931-32. These old rates are not available to new customers, and as fast as customers now being billed on one of these obsolete schedules can be furnished service under the standard rates the old rates are superseded, withdrawn and are no longer available.

The rural rates of the larger companies are generally the same as the rates in effect in urban territory, although the minimum monthly charge of the rural customer is generally somewhat higher than that of the urban customer. This difference in minimum charge is due to the increased costs incurred in providing service to the rural customer, due to the thinly settled territory through which the rural electric lines are constructed. A much greater average length of distribution line together with a relatively greater amount of equipment is required to serve a rural customer than necessary in rendering equivalent service in urban territory.

The average kilowatt-hour consumption for residential or domestic electric service, together with the average rate paid and the average annual bill for customers of the four large companies are shown in a preceding table.

**CAROLINA POWER & LIGHT COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	RL-1 12-1-25	RC&L-2 10-1-28	RL-5 Immediate 12-1-34	RS-2 Inducement 12-1-34	RS-4 Immediate 1-1-36	RI-1 Inducement 1-1-36	R-2 1-26-37	*R-4 **2-3-39
Minimum	\$1.50	\$2.05	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10	1.50	2.35	1.00	1.00	1.00	1.00	1.00	1.00
20	2.00	2.65	1.85	1.70	1.30	1.10	1.00	1.00
30	2.76	2.95	2.53	2.40	1.95	1.65	1.50	1.17
40	3.36	3.25	3.03	2.70	2.60	2.20	2.00	1.56
50	3.96	3.55	3.53	3.00	3.00	2.75	2.50	1.95
60	4.56	3.85	4.03	3.30	3.40	3.05	2.80	2.24
70	5.16	4.15	4.53	3.60	3.80	3.35	3.10	2.53
80	5.76	4.45	5.03	3.90	4.20	3.65	3.40	2.82
100	6.96	5.05	6.03	4.50	5.00	4.25	4.00	3.40
150	9.96	6.55	7.53	5.50	6.25	5.25	5.00	4.85
200	12.96	8.05	9.03	6.50	7.50	6.25	6.00	5.80
300	18.96	11.05	12.03	8.00	9.50	8.00	7.75	7.50
400	24.96	14.05	15.03	9.50	11.00	9.50	9.25	9.00
500	30.96	17.05	18.03	11.00	12.50	11.00	10.75	10.50
1000	60.96	32.05	33.03	18.50	20.00	18.50	18.25	18.00

*This is the present and only Residential Rate; the others are former Rate Schedules, now superseded.

**Electric energy consumed by storage-type water heaters is subject to a discount of one-half cent per Kilowatt-hour.

DUKE POWER COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON

Kw-Hr.	No. 1 Lighting 10-1-28	No. 3 C&H Only 10-1-28	No. 1 All Res. 12-1-32	No. 3 C&H Only 12-1-32	No. 1 All Res. 3-1-34	1-W WH 9-1-34	1-R All Res. 3-1-36	1-W WH 3-1-36	1-R All Res. 11-1-36	1-W WH 11-1-36	1-R All Res. 3-1-38	1-W WH 3-1-38	*R All Res. 6-1-39	*W WH 6-1-39
Minimum ..	\$1.00	\$2.00	\$1.00	\$2.00	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
10	1.00	2.00	1.38	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
20	1.52	2.00	1.75	2.00	1.45	0.80	1.30	0.80	1.30	0.80	1.20	0.80	1.15	0.80
30	2.23	2.00	2.13	2.00	2.10	0.80	1.80	0.80	1.80	0.80	1.60	0.80	1.50	0.80
40	2.90	2.00	2.50	2.00	2.40	0.80	2.20	0.80	2.15	0.80	2.00	0.80	1.85	0.80
50	3.56	2.00	2.88	2.00	2.70	0.80	2.60	0.80	2.50	0.80	2.40	0.80	2.20	0.80
60	4.23	2.35	3.25	2.35	3.00	0.90	2.90	0.90	2.75	0.90	2.65	0.90	2.40	0.90
70	4.89	2.70	3.63	2.70	3.30	1.05	3.20	1.05	3.00	1.05	2.90	1.05	2.60	1.05
80	5.56	3.05	4.00	3.05	3.60	1.20	3.50	1.20	3.25	1.20	3.15	1.20	2.80	1.20
100	6.89	3.75	4.75	3.75	4.20	1.50	4.10	1.50	3.75	1.50	3.65	1.50	3.20	1.50
150	10.21	5.25	6.63	5.25	5.60	2.25	5.35	2.25	5.00	2.25	4.80	2.00	4.20	2.00
200	13.54	6.75	8.13	6.75	6.85	3.00	6.60	3.00	6.25	3.00	5.80	2.50	5.20	2.50
300	20.19	9.75	11.13	9.75	9.35	4.00	9.10	4.00	8.75	4.00	7.80	3.50	7.20	3.50
400	26.84	12.75	14.13	12.75	11.85	5.00	11.60	5.00	11.25	5.00	9.80	4.50	9.20	4.50
500	32.54	15.75	17.13	15.75	14.35	6.00	14.10	6.00	13.75	6.00	11.80	5.50	11.20	5.50
1000	57.24	30.75	32.13	30.75	26.85	11.00	26.60	11.00	26.25	11.00	21.80	10.50	21.20	10.50

C&H—Cooking and Heating.

WH—Water Heating Only.

*Only these residential rates are now available. Other columns show rates that have been superseded.

**SOUTH CAROLINA ELECTRIC & GAS COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs. Use per Month	No. 8 Lighting 3-1-29	No. 9 Lighting, Cooking & Re- frigeration 8-1-31	No. 8 Residential 10-1-34	No. 8 Residential 2-1-37	No. 8 Residential 2-27-39	*No. 8 Residential 11-1-40
Minimum	\$0.80	\$3.00	\$0.75	\$0.75	\$0.75	\$0.75
10	0.80	3.00	0.75	0.75	0.75	0.75
20	1.44	3.00	1.40	1.29	1.19	1.19
30	2.16	3.00	1.90	1.79	1.68	1.68
40	2.88	3.00	2.40	2.19	2.10	2.07
50	3.60	3.60	2.90	2.59	2.45	2.36
60	4.32	4.00	3.25	2.94	2.80	2.65
70	5.04	4.40	3.60	3.29	3.05	2.94
80	5.76	4.80	3.95	3.64	3.30	3.23
100	7.20	5.60	4.65	4.34	3.80	3.73
150	10.35	7.10	5.90	5.59	5.05	4.98
200	13.50	8.60	7.15	6.84	6.05	5.98
300	18.90	10.60	8.65	8.34	8.05	7.98
400	24.30	12.60	10.15	9.84	9.55	9.48
500	29.70	14.60	11.65	11.34	11.05	10.98
1000	52.20	24.60	19.15	18.84	18.55	18.48

*Only residential rate now available. Other columns show rates that have been superseded.

**SOUTH CAROLINA POWER COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	A 4-1-31	H 11-12-31	H-1 11-12-31	H-1 S 11-12-31	A-1 8-1-33	A-2 Immed. 11-26-34	A-5 Obj. 11-26-34	A-1 Immed. 1-2-36	A-2 Obj. 1-2-36	A-2 5-1-38	*A-3 8-1-39
Minimum	\$0.50	\$1.35	\$1.00	\$1.50	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10 .....	.90	1.35	1.60	2.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.80	2.16	2.20	2.89	1.70	1.56	1.44	1.30	1.25	1.25	1.22
30	2.70	3.24	2.80	3.59	2.55	2.31	1.99	1.90	1.75	1.75	1.67
40	3.60	4.32	3.39	4.29	3.15	2.91	2.54	2.50	2.25	2.25	2.12
50	4.50	5.40	4.00	5.00	3.75	3.51	3.09	3.10	2.75	2.75	2.57
60	5.40	6.39	4.60	5.69	4.35	4.11	3.64	3.55	3.25	3.25	2.92
70	6.30	7.38	5.19	6.39	4.95	4.71	4.02	4.00	3.60	3.60	3.17
80	7.20	8.37	5.80	7.09	5.25	5.01	4.22	4.45	3.80	3.80	3.42
100	9.00	10.35	6.99	8.49	5.85	5.61	4.62	5.35	4.20	4.20	3.92
150	13.00	14.85	9.99	11.99	7.35	7.11	5.62	6.72	5.20	5.19	5.17
200	17.00	19.35	12.99	15.43	8.85	8.61	6.62	8.10	6.20	6.19	5.92
300	24.00	27.45	18.98	22.47	11.84	11.11	7.87	9.59	7.45	7.44	7.42
400	31.00	35.55	24.98	29.47	13.84	13.61	9.12	11.09	8.70	8.69	8.67
500	38.00	43.65	30.97	36.46	16.33	16.11	10.37	12.58	9.95	9.95	9.92
1000	68.00	79.65	55.94	71.42	28.79	28.61	15.87	20.05	15.45	16.20	16.17

*Only residential rate now available. Other columns show rates that have been superseded.

GENERAL ENGINEERING ACTIVITIES

During the past fiscal year the activities of the engineers in the Electrical Utilities Division were greatly diversified. Examination and study of the engineering developments and conditions affecting the utility industry, investigation and determination of rate structures and schedules, inventory and appraisal work, and many other things that arise in connection with utility regulation were the basis of the engineering staff's work.

One of the highlights of the year was the purchase of the South Carolina Utilities Company by the South Carolina Public Service Authority, effective midnight May 29, 1941. Previously the basic data upon which this sale was made were thoroughly investigated by this Division.

With the construction of a new ferrous-alloy industry in Charleston the immediate need for additional power arose because the South Carolina Public Service Authority (Santee-Cooper Project) would not be able to generate power as soon as the Pittsburgh Metallurgical Company, makers of the alloy, required. Therefore, during the interim until the Authority starts generating power, the South Carolina Power Company was the logical source for power. Consequently, the South Carolina Public Service Authority and the South Carolina Power Company entered into an agreement and contract covering the purchase, sale and interchange of power by and between these two parties. The following provisions are contained in the contract.

1. The power company agrees to furnish the metallurgical company with 10,000 kilowatts of power in advance of power from the authority on an interchange basis.
2. The authority agrees to sell and the company agrees to purchase over a period of five years 10,000 kilowatts of primary power and 4,000,000 kilowatt-hours of primary energy per month; and an additional 10,000 kilowatts of secondary power will be available to the company with the understanding that the secondary energy over a five-year period shall aggregate 180,000,000 kilowatt-hours of energy.

This agreement has been consummated with the view of aiding the National Defense program through an interchange of power

and also making available the benefit of energy to be generated by the Santee-Cooper to the people of South Carolina through the South Carolina Power Company's distribution system. It also provides for any emergency interchange of power and energy through the joint use of their facilities. The Commission approved this agreement April 17, 1941.

With the increasing need to transmit large quantities of power and energy between various points, several transmission lines have been proposed. Carolina Power and Light Company is constructing 110,000 volt transmission lines from Greeleyville to Florence and from Hartsville to Chesterfield. The South Carolina Power Company likewise is building a 110,000 volt transmission line from St. George to Charleston. This line is being built because of the increased load caused by the Pittsburg Metallurgical Company in the Charleston District, as well as for use in interchanging power.

A study of the power limits of the 44,000 volt St. George to Charleston transmission line was made by the engineers of the Division. The present line as well as the new 110,000 volt line were analyzed carefully and the power limits and characteristics of both determined. A complete analysis of the line characteristics of a proposed 110,000 volt transmission line from Lyles substation in Columbia to Meeting Street substation in Charleston was prepared.

During the year, a study of the power facilities in South Carolina took much of the engineers' time. One of the major problems is to supply continuously all the defense industries in the Southeast by coordinating all the facilities of the various power companies in the Southeastern section of the country. Consequently, various studies were made including an analysis of the carrying capacity of transmission lines. The State may be called upon to furnish other states with additional power and energy or to shift power around within this State. Engineers of the Division have attended conferences in regard to a power shortage in the Southeast and will probably be called upon to present data at future conferences as the Defense program progresses.

The Division inventoried and appraised the Jenkinsville Light and Power Company with the possibility of a sale to another company. Also a valuation was made of the electric distribution system in the Columbia area with the view of possible pur-

chase of it by the City of Columbia. No action has resulted in connection with either of these properties.

The inventory of the South Carolina Power Company has been in progress several months and probably will be finished and the appraisal completely priced within the next fiscal year.

The sale of the Pacific Mill Distribution system to the Richland County Rural Electric Cooperative, Inc. was completed at a figure within a few dollars of the Division's appraisal last year.

A cost study of the generation of hydro-electric energy on the Catawba River system in North and South Carolina for the past years was prepared.

The engineering staff of the Division followed closely the construction and development of the utilities throughout the State. Several outstanding improvements were made in the companies' property in addition to the construction of numerous rural lines and other additions. Aside from the 110,000 volt transmission lines already mentioned, a 44,000 volt line extension to the Navy Yard in Charleston and a 13,200 volt line to Parris Island, near Beaufort, were constructed on the South Carolina Power Company's system. On the South Carolina Electric & Gas Company several additions were made. The capacity of Lyles substation was increased by the addition of a 20,000 kilowatt 110-13.2 kilovolt transformer bank. The 13.2 kilovolt bus structure at Lyles was extended to improve service to the Columbia area. A 5,000 kilovolt-ampere substation was built at Fort Jackson with a 13,200 volt line feeding from Lyles substation. Several underground vault installations replaced transformer stations on poles in Columbia. A part of the distribution system in Columbia was stepped up from 2300 to 4600 volts. A 13,200 volt line was built from the Veterans' Hospital in Columbia to the Fort Jackson rifle range. A 110,000 volt transmission line from Parr to Winnsboro was built and is being operated at present at 66,000 volts. In order to effect more efficient use of the generators at Parr Steam Generating Station some additional 110,000 volt switching was installed.

In the course of the year engineers of the Division followed closely all new construction by the privately owned utilities and made several inspection trips to Buzzard's Roost Project, Rocky River Project, near Abbeville, and Santee-Cooper Project.

In as large an industry as the electric utilities which serves a large and varied group of people, complaints are to be expected. The Division has attempted to handle such complaints in a fair and equitable manner.

A study of the telephone communication systems of power companies was made. The communication facilities of the South Carolina Electric & Gas Company were determined as well as the telephonic interconnection with the Carolina Power & Light Company and the South Carolina Power Company.

Studies and investigations of power line interference with telephone service were a part of the engineering work.

During the past fiscal year the Commission issued orders on various subjects within its regulatory authority. A review of these will show that they include sale of utilities, financing, rate reductions, establishing rate schedules, authority over new construction, approval of contracts for interchange of power, etc. The following are the more important orders entered by the Commission on data furnished and recommendations made by the Division:

Order No. E-388, issued September 25, 1940, on Heath Springs Light and Power Company resulted in appreciable savings to electric water heating customers.

Order No. E-389 & E-390, issued October 9, 1940, on the South Carolina Electric & Gas Company and the Lexington Water Power Company, respectively, relative to the purchase of securities by utility employees in violation of the statute law of South Carolina.

Order No. E-392, issued October 18, 1940, on Lockhart Power Company granted a certificate of authority with respect to the issuance and sale of \$1,275,000 aggregate principal amount of first mortgage bonds.

Orders Nos. E-393 and E-394, issued October 23, 1940, on the Carolina Power & Light Company and Duke Power Company, respectively, approves a rate allowing an additional charge for gaseous discharge lamp installations of poor power factor.

Order No. E-396, issued October 29, 1940, on Carolina Power & Light Company approved a schedule of rates that resulted in substantial savings to industrial and general power customers of the company.

Order No. E-397 and No. E-398, issued November 6, 1940, on Ebert Realty Company approved the sale of and permission to

operate its distribution facilities in the Pacific Mill village to the Richland County Electric Cooperative, Inc.

Order No. E-399, issued January 9, 1941, on the South Carolina Power Company, sanctioned a new rate schedule for wholesale municipal electric service resulting in savings to above purchasers.

Order No. E-400, issued January 14, 1941, on Carolina Power & Light Company, approves a reduction in the monthly minimum guarantee for the majority of the rural customers on its lines.

Order No. E-401, issued January 14, 1941, on Carolina Power & Light Company, approves regulations covering the availability of schedules for different classifications of service.

Order No. 402, issued January 14, 1941, on Carolina Power & Light Company, approves a rate schedule applicable to service rendered for municipal Christmas decorative lighting service.

Order No. E-404, issued February 6, 1941, approved the sale of the properties of the South Carolina Utilities Company to the South Carolina Public Service Authority.

Order No. E-405, issued February 18, 1941, at the request of the South Carolina Public Service Authority gives the South Carolina Utilities Company the privilege of selling the water utility properties to the Town of Myrtle Beach, S. C. without objection from the Commission.

Order No. E-406, issued February 25, 1941, on the South Carolina Power Company, approved a rate reduction for industrial power service resulting in reasonable savings to these purchasers.

Order No. E-407, issued February 26, 1941, on the South Carolina Electric & Gas Company authorized the issuance of a promissory note in the amount of \$600,000.

Orders Nos. E-409 and E-411, issued April 17, 1941 & June 13, 1941, respectively, on the South Carolina Power Company, approved an agreement and contract by and between the South Carolina Public Service Authority and the South Carolina Power Company, covering the purchase, sale and interchange of power by each to the other. Under this contract, the power company will furnish electric service to the Pittsburgh Metallurgical Company until the South Carolina Public Service Authority is able to begin furnishing this power.

After the Santee-Cooper Project is in operation, the contract further provides for the purchase and sale of power to the South Carolina Power Company and for mutual assistance in case of trouble on the properties of either utility.

RURAL ELECTRIFICATION

The general interest in rural electrification is heightened by the progress made in this field for the fiscal year ending June 30, 1941, over the previous year.

The most significant change in this service occurred in the group of electric cooperatives, financed by the Rural Electrification Administration in Washington, D. C. These co-operatives substantially increased their line mileages, to the point that they now show the greatest line mileage of the several electric services. This increase was accomplished by transfer of lines from the South Carolina Rural Electrification Authority to the cooperatives, as well as the construction of new lines. Over 2,300 miles of the Authority lines were so transferred. The increase in the number of the cooperative's customers was of a greater order, on a percentage basis, than was the increase in the line mileage. The larger number of rural customers are served by the several private utilities, however.

Each of the several sources of rural electric energy increased its mileage and number of customers, with the exception of the South Carolina Rural Electrification Authority, practically all lines and customers of which were transferred to the several cooperatives, as mentioned above.

The requirements of the National Defense Program has effected rural electrification progress, as it has other activities, and will continue to have more effect as the emergency grows more serious, due to the demands upon industry for military material. This has displaced electrical supplies, especially conductor material, transformers, substation material, line hardware and other such material and equipment necessary for line construction. Thus, delays in rural line construction have resulted because of lack of line material to the extent that it has been estimated that several hundred miles of rural line have been held up, or only partly constructed. It is not believed this situation will improve, but will likely become worse, during the duration of the present emergency.

On the other hand, there is no dearth of electric energy to serve rural lines, or other classes of service, in this State and North Carolina, in spite of certain unfavorable and unjustifiable publicity on this subject. Demands for power within the State have been met. The rural line customer therefore need not fear lack of power, within the capacity of line serving him. This limitation is based upon the fact that most rural lines are relatively low capacity, because of the small demands upon the line due to the low customer density.

It is evident that there will continue to be electric extensions into rural areas not yet served, but the pace at which these lines have been built will undoubtedly slow down, principally due to the lack of materials now being diverted to defense needs, and also because of economic considerations.

It would appear that the field of greatest development in rural electrification in the future will be for the rural electric cooperatives. These organizations operate under the announced policy of no profits, with only sufficient revenue to pay the operating expenses, plus debt service on the funds borrowed from the Rural Electrification Administration in Washington. Without the necessity of earning sufficient revenue to provide returns to security holders, and also without the necessity of earning sufficient return to take care of other expenses not inherent in cooperative operation, the private utilities cannot extend its facilities into areas the cooperatives might serve profitably.

A study of the tables accompanying this report shows a total of 14,640.19 miles of rural electric lines serving 66,240 rural customers, on June 30, 1941. This is an increase of 34.40 per cent in mileage, and 20.64 per cent increase in customers, over the year ending June 30, 1940.

RURAL LINE STATISTICS AS OF JUNE 30, 1941

County	Rural Area Sq. Miles 1940 Census	Rural Population 1940 Census	Rural Population per Sq. Mile of Area	Rural Lines Miles	Number of Rural Customers	Average No. of Customers per Mile of Line	Average No. of Rural Customers per Sq. Mile of Rural Area	Average No. of Rural Customers per 1000 of Rural Population
1 Abbeville	504.09	18,001	35.7	219.73	731	3.33	1.45	40.61
2 Aiken	1,087.24	41,119	37.8	571.46	3,194	5.57	2.93	77.43
3 Allendale	418.00	13,040	31.2	141.61	290	2.06	0.69	22.24
4 Anderson	766.52	64,014	83.5	645.53	3,340	5.17	4.36	52.18
5 Bamberg	393.24	15,643	39.8	185.71	296	1.59	0.75	18.92
6 Barnwell	553.00	20,138	36.4	102.88	206	2.00	0.37	10.23
7 Beaufort	669.62	18,852	28.2	125.37	375	2.99	0.56	19.89
8 Berkeley	1,214.00	27,123	22.3	205.23	517	2.52	0.43	19.06
9 Calhoun	389.00	16,229	41.7	124.60	560	4.49	1.44	34.51
10 Charleston	939.70	49,830	53.0	313.07	2,583	8.25	2.75	51.84
11 Cherokee	390.86	25,654	65.6	254.39	1,226	4.82	3.14	47.79
12 Chester	581.86	26,187	45.0	239.11	946	3.96	1.63	36.12
13 Chesterfield	790.82	31,466	39.8	377.71	1,086	2.88	1.37	34.51
14 Clarendon	694.00	31,500	45.4	207.60	582	2.80	0.84	18.48
15 Colleton	1,046.24	22,895	21.9	410.56	1,090	2.65	1.04	47.61
16 Darlington	540.43	33,563	62.1	392.36	1,503	3.83	2.78	44.78
17 Dillon	404.50	25,758	63.7	300.48	848	3.82	2.10	32.92
18 Dorchester	567.00	16,905	29.8	150.73	425	2.82	0.75	25.14
19 Edgefield	481.00	17,894	37.2	217.65	653	3.00	1.36	36.49
20 Fairfield	697.00	21,006	30.1	230.51	843	3.66	1.21	40.13
21 Florence	800.86	52,006	64.9	457.87	1,793	3.92	2.24	34.48
22 Georgetown	811.98	20,793	25.6	245.10	1,024	4.18	1.26	49.25
23 Greenville	778.79	99,584	127.9	811.04	5,858	7.22	7.52	58.82
24 Greenwood	454.16	27,063	59.6	437.31	2,015	4.61	4.44	74.46
25 Hampton	562.00	17,465	31.1	78.98	255	3.23	0.45	14.60
26 Horry	1,150.33	46,885	40.8	332.51	1,618	4.87	1.41	34.51
27 Jasper	578.00	11,011	19.0	64.27	156	2.43	0.27	14.17
28 Kershaw	782.88	27,166	34.7	286.46	880	3.07	1.12	32.39
29 Lancaster	503.22	29,112	57.9	357.04	1,715	4.80	3.41	58.91
30 Laurens	700.25	31,587	45.1	573.19	2,279	3.98	3.25	72.15
31 Lee	407.24	21,913	53.8	194.38	550	2.83	1.35	25.10
32 Lexington	713.00	33,794	47.4	351.50	3,071	8.74	4.31	90.87
33 McCormick	403.00	10,367	25.7	52.60	184	3.50	0.46	17.75
34 Marion	475.30	19,969	42.0	306.30	853	2.80	1.81	42.97
35 Marlboro	480.27	28,386	59.1	248.40	595	2.40	1.24	20.96
36 Newberry	625.86	22,795	36.4	401.68	1,747	4.35	2.79	76.64
37 Oconee	668.50	33,692	50.4	264.81	1,102	4.16	1.65	32.71
38 Orangeburg	1,117.06	53,186	47.6	580.00	2,348	4.05	2.10	44.15
39 Pickens	497.86	31,928	64.1	428.80	1,909	4.45	3.83	59.79
40 Richland	739.10	38,939	52.7	293.63	3,112	10.60	4.21	79.92
41 Saluda	441.00	16,459	37.3	201.00	668	3.32	1.51	40.59
42 Spartanburg	820.50	91,298	111.3	891.34	5,958	6.68	7.26	65.26
43 Sumter	685.86	36,589	53.3	354.90	956	2.69	1.39	26.13
44 Union	511.00	22,882	44.8	130.75	889	6.80	1.74	38.85
45 Williamsburg	927.93	37,829	40.8	500.29	1,395	2.79	1.50	36.88
46 York	673.72	34,173	50.7	379.75	2,021	5.32	3.00	59.14
State	30,437.79	1,433,693	47.1	14,640.19	66,240	4.52	2.18	46.20

**ORGANIZATIONS FURNISHING RETAIL ELECTRIC SERVICE
IN URBAN AND RURAL AREAS OF SOUTH CAROLINA
AS OF JUNE 30, 1941**

Privately Owned Electric Companies	Managing Officer	Address
Belton Light & Power Co.	Louis Seel, Pres. & Treas.	Belton, S. C.
Brodie Light & Power Co.	F. E. Brodie, President	Leesville, S. C., RFD
Carolina Power & Light Co.	L. V. Sutton, Pres. & Gen. Mgr.	Raleigh, N. C.
Duke Power Co.	E. C. Marshall, Vice-Pres.	Charlotte, N. C.
Heath Springs Light & Power Co.	E. C. Bridges, President	Heath Springs, S. C.
Jenkinsville Light & Power Co.	W. T. Glenn, Manager	Jenkinsville, S. C.
Kershaw Oil Mill	O. W. Knight, Mgr. Elec. Div.	Kershaw, S. C.
Lockhart Power Company	W. D. Dent, Asst. Treas.	Lockhart, S. C.
Santee River Hardwood Co.	W. T. Elkin, Asst. Sec'y	St. Stephen, S. C.
S. C. Electric & Gas Co.	N. H. Coit, Pres. & Gen. Mgr.	Columbia, S. C.
South Carolina Power Co.	E. L. Godshalk, Pres. & Gen. Mgr.	Charleston, S. C.
S. C. Public Service Authority	R. K. Matthes, Div. Mgr.	Conway, S. C.
The Electric Company	S. L. Meacham, Mgr.	Fort Mill, S. C.
Waccamaw Power Company	S. E. Mercer, Pres.	Georgetown, S. C.
White's Bridge Lt. & Power Co.	H. J. Neese, Treas.	Georgetown, S. C.
Publicly Owned (Federally Financed) Electric Systems	Managing Officer	Address
Greenwood Co. Elec. Pow. Com.	E. I. Davis, Sec'y	Greenwood, S. C.
S. C. Rural Electrification Auth.	J. T. Duckett, Director	Columbia, S. C.
Aiken Electric Co-op, Inc.	Monson Morris, Pres.	Aiken, S. C.
Berkeley Electric Co-op, Inc.	D. T. Rhoad, Pres.	Moncks Corner, S. C.
Black River Electric Co-op, Inc.	P. M. Brown, Pres.	Sumter, S. C.
Blue Ridge Electric Co-op, Inc.	A. J. Hurt, Supt.	Pickens, S. C.
Broad River Electric Co-op, Inc.	G. G. Inman, Supt.	Gaffney, S. C.
Coastal Electric Co-op, Inc.	D. T. Strickland, Pres.	Walterboro, S. C.
Edisto Electric Co-op, Inc.	H. E. Jennings, Pres.	Bamberg, S. C.
Fairfield Electric Co-op, Inc.	George R. Park, Pres.	Winnsboro, S. C.
Horry Electric Co-op, Inc.	P. S. Page, Pres.	Conway, S. C.
Laurens Electric Co-op, Inc.	Victor E. Shealy, Pres.	Laurens, S. C.
Little River Electric Co-op, Inc.	Charles F. Gilliam, Pres.	Abbeville, S. C.
Marion Electric Co-op, Inc.	J. O. Edwards, Pres.	Marion, S. C.
Marlboro Electric Co-op, Inc.	H. K. Covington, Jr., Pres.	Bennettsville, S. C.
Mid-Carolina Electric Co-op, Inc.	H. W. Long, Pres.	Lexington, S. C.
Newberry Electric Co-op, Inc. ...	C. B. Parr, Pres.	Newberry, S. C.
Palmetto Electric Co-op, Inc. ...	D. M. Baxter, Supt.	Ridgeland, S. C.
Pee Dee Electric Co-op, Inc.	B. F. Williamson, Jr., Pres. ..	Darlington, S. C.
Richland Co. Ru. Elec. Co-op, Inc.	J. B. Addy, Supt.	Columbia, S. C.
Salkehatchie Electric Co-op, Inc.	R. R. Johnson, Pres.	Barnwell, S. C.
Santee Electric Co-op, Inc.	W. L. Harrington, Pres.	Kingstree, S. C.
Tri-County Electric Co-op, Inc. ..	L. C. Stoudemire, Pres.	St. Matthews, S. C.
York County Elec. Co-op, Inc. ...	C. H. Bonnette, Supt.	York, S. C.

Municipally Owned Utilities	Department	Managing Officer
Abbeville	Water & Electric Plant	C. P. Townsend, Supt.
Bamberg	Board of Public Works	B. F. Folk, City Clerk
Bennettsville	Electric and Water Plant	W. H. Parks, Supt.
Camden	Municipal Utilities	L. P. Tobin, Supt.
Clinton	Light & Water Plant	D. C. Heustess, Clerk
Due West	Electric Light Department ...	G. A. McIlwain, Supt.
Easley	City Light & Water Plant ...	T. M. Rogers, Supt.
Gaffney	Board of Public Works	L. V. Gaffney, Supt.
Georgetown	Board of Public Works	E. C. Haselden, Supt.
Greenwood	Commissioners of Public Works	F. W. Chapman, Supt.
Greer	Commission of Public Works ..	O. T. Lawing, Supt.
Laurens	Commission of Public Works ..	J. W. Lovejoy, Supt.
McCormick	Commission of Public Works ..	H. M. Schumpert, Supt.
Newberry	Commission of Public Works ..	H. W. Schumpert, Supt.
Ninety Six	Commission of Public Works ..	W. B. Jeter, Supt.
Orangeburg	Water & Light Plant	J. F. Pearson, Supt.
Prosperity	Commission of Public Works ..	J. L. Counts, Supt.
Rock Hill		J. J. Rauch, City Manager
Seneca	Light & Water Plant	F. M. Hunt, Supt.
Union	Municipal Electric Light & Water Works	Max G. Howe, Supt.
Winnaboro	Board of Public Works	B. B. Meng, Supt.
Westminster	Commission of Public Works ..	H. H. Henderson, Clerk & Treas.

ACCOUNTANCY ACTIVITIES

Accountants have made for the information of the Commission many studies of plant accounts and operating revenues and expenses of various electrical utilities operating in South Carolina during the fiscal year ending June 30, 1941.

In the period covered by this report, all of the major electrical utilities filed a reclassification of their plant accounts as adopted by this Commission as of January 1, 1937. The prior system of accounts adopted by this Commission was the revised system adopted by the National Association of Railroad and Utilities Commissioners as of 1922. The new classification of accounts requires the company to segregate its plant account between original construction cost, adjustment for difference between original construction cost and cost to the operating company into an account that is known as "Utility Plant Adjustments". This sub-account was designed to set out that part of the company's plant which is appraisal increases, write-ups due to affiliated companies being merged, etc. The further purpose of the "plant adjustment account" is to serve the purpose of eliminating write-ups in the electrical utilities' property as rapidly as conditions will permit.

At the request of the Chairman of the Federal Power Commission, this Commission instructed their accountants to sit in with members of the Federal Power Commission's staff as observers in determination of the original cost of Carolina Power and Light Company's property.

The records of the South Carolina Utilities Company, Conway, South Carolina, were examined to determine the original construction cost and net income. This information was furnished to the South Carolina Public Service Authority and was an element used in the Authority's determination of the purchase price.

The accountants of this Division appeared before the Commission on various matters concerning operating accounts and property accounts of various electrical utilities operating within the State. Also the Accountants assisted in compiling appraisal data.

The gross electric revenue in South Carolina amounted to \$22,044,952.35 during the year ending December 31, 1940.

SOUTH CAROLINA ELECTRIC UTILITIES PLANT
ADDITION IN STATE 1940

Belton Light & Power Company	\$ 6,256.43
Carolina Light & Power Company	632,762.47
Duke Power Company	998,873.77
Lexington Water Power Company	14,540.94
Lockhart Power Company	42,521.58
South Carolina Electric & Gas Company	559,631.78
South Carolina Power Company	525,436.79
South Carolina Utilities Company	37,732.66
<hr/>	
Total	\$2,817,756.42

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941

Power Company	Territory Served	Managing Officer	Address
Belton Light and Power Company	Belton, Cheddar, Williamston, S. C...	Louis Seel, Pres. and Treas.	Belton, S. C.
Brodie Light and Power Company	Gilbert, Summit, S. C.	F. E. Brodie, President	Leesville, S. C., RFD
Carolina Power and Light Company	Andrews, Ashland, Auburn, Aynor, Bethea, Bethune, Bishopville, Blaney, Blenheim, Britton, Brogdon, Cades, Carterville, Cheraw, Chesterfield, Clio, Coward, Darlington, Dillon, Dovesville, Drake, Ebenezer, Effing- ham, Elliott, Florence, Gallivants Ferry, Greeleyville, Green Sea, Hagood, Hamer, Hartsville, Heine- man, Hemingway, Horatio, Jefferson, Johnsonville, Kingstree, Lake City, Lakeview, Lamar, Lane, Latta, Little Rock, Lugoff, Lynchburg, Lydia, Manning, Manville, Marion, Mars, Bluff, Mayesville, McBee, McColl, Motbridge, Mt. Croghan, Mullins, Nesmith, New Zion, Nichols, North Mullins, Oates, Olanta, Oswego, Pageland, Pamplico, Patrick, Pax- ville, Pinewood, Rembert, Ruby, Salters Depot, Sardinia, Scranton, Sellers, Society Hill, South Lynch- burg, South Marion, Statesburg, Stokes Bridge, St. Paul, Summerton, Sumter, Tatum, Timmonsville, Tur- beville, Wedgefield, West Marion, Williamsburg, Winona, Zion, Willis, S. C.	L. V. Sutton, Pres. and Gen. Manager	Raleigh, N. C.
Clinton Cotton Mills	Wholesale Only	W. J. Bailey, President	Clinton, S. C.
Duke Power Company	Anderson, Antreville, Arcadia, Arling- ton, Arkwright, Barksdale, Blacks- burg, Blair Mills, Boiling Springs, Bon 'Avon, Brandon, Broadway, Cal- houn, Camp Sevier, Campobello,	N. A. Cocke and E. C. Marshall, Vice- Presidents	Charlotte, N. C.

Campton, Cashville, Catawba, Cedar
 Springs, Centerville, Central, Chero-
 kee Springs, Chesnee, Chester, Chic-
 kamauga, City View, Clevedale, Cleve-
 land, Clifton Mills, Clover, Cokes-
 bury, Cold Point, Concord, Conestee,
 Converse, Cowpens, Crescent, Cross
 Hill, Deans Station, Delphia, Dispu-
 tanta, Donalds, Drayton, Duncan,
 East Gaffney, Edgemoor, Elgin,
 Enoree, Eureka Mills, Evansville,
 Fairforest, Fairmont, Filbert, Fin-
 gerville, Flat Rock, Flat Woods,
 Fork Shoals, Fort Lawn, Fountain
 Inn, Gaffney, Glendale, Glenn
 Springs, Gluck Mill, Gowansville,
 Gramling, Grassy Pond, Gray Court,
 Gray's Gin, Great Falls, Greenville,
 Greer, Harris, Haynes, Hickory
 Grove, Hickory Tavern, Hillcrest,
 Hodges, Holly Springs, Honea Path,
 Inman, Iva, King's Creek, La France,
 Lancaster, Lando, Landrum, Lang-
 ford Station, Laurens, Leslie, Lewis
 Turnout, Level Land, Liberty, Lone
 Oak, Lowrys, Lyman, Madden, Mari-
 etta, Mascot, Maud, Mauldin, Mayo,
 McConnellsville, Midway, Monaghan,
 Moore, Mountville, Mountain Creek,
 Mt. Gallagher, New Prospect, Newry,
 Norris, Ora, Orrville, Owings, Paco-
 let, Pauline, Pelham, Pelzer, Pen-
 dleton, Pickens, Piedmont, Popular
 Springs, Princeton, Reidsville, Ren-
 frew, Richburg, Rodman, Roebuck,
 Salem Church, Sandy Springs, Sax-
 on, Sedalia, Sharon, Sigsbee, Simp-
 sonville, Six Mile, Smyrna, Spartan-
 burg, Starr, Switzer, Taylors, Tiger-
 ville, Tirzah, Townville, Travelers
 Rest, Trough Shoals, Tucapau, Una,
 Valley Falls, Verdery, Walhalla,
 Ware Shoals, Waterloo, Watts Mill,
 Wellford, West Greenville, West
 Pelzer, Union, West Union, White
 Stone, Whitmire, Whitney, Wood-
 ruff, York, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941—Continued

Power Company	Territory Served	Managing Officer	Address
The Electric Company	Fort Mill, S. C.	S. L. Meacham, Manager	Fort Mill, S. C. .
Heath Springs Light & Power Company	Heath Springs, Pleasant Hill, S. C..	E. C. Bridges, President	Heath Springs, S. C.
Jenkinsville Light & Power Company..	Jenkinsville, S. C.	J. F. Yarborough	Jenkinsville, S. C.
Kershaw Oil Mill	Kershaw, S. C.	J. T. Stevens, President	Kershaw, S. C.
Lexington Water Power Company	Wholesale Only	N. H. Coit, Pres. and Gen. Manager ..	Columbia, S. C.
Lockhart Power Company	Adamsburg, Cross Anchor, Cross Keys, Jonesville, Lockhart, Monarch, Pacolet Mills, Sedalia, S. C.	W. D. Dent, Asst. Treasurer	Lockhart, S. C.
Santee River Hardwood Company	St. Stephen, S. C.	L. C. Gause, Manager	St. Stephen, S. C.
South Carolina Electric & Gas Co.	Arden, Ballentine, Batesburg, Blythe- wood, Bowman, Cameron, Carlisle, Cayce, Chapin, Chappells, College Place, Columbia, Cordova, Creston, Dentsville, Eastover, Eau Claire, Edgewold, Edgewood, Elloree, For- est Acres, Fort Motte, Gadsden, Gaston, Hopkins, Hyatts, Irmo, Johnston, Leesville, Lexington, Little Mountain, Livingston, Lykes- land, Monetta, Neeses, North, Nor- way, Parler, Parr, Peak, Pelion, Perry, Pomaria, Pontiac, Ridge Spring, Ridgeway, Ridgewood, Rion, Rockton, Rowesville, Royster, Salley, Saluda, Santuc, Seivern, Shelton, St. Matthews, Swansea, Trenton, Wagener, Ward, West Columbia, White Rock, Woodford, S. C.	N. H. Coit, President	Columbia, S. C.
South Carolina Power Company	Adams Run, Aiken, Allendale, Ashley Junction, Ashley Phosphate, Awen- daw, Bamberg, Barnwell, Bath, Beach Island, Beaufort, Belvedere,	E. L. Godshalk, President and Gen- eral Manager	Charleston, S. C.

Berry Hill, Blackville, Bluffton,
 Bordeaux, Boyer, Branchville, Brun-
 son, Burnettstown, Burton, Calhoun
 Falls, Canadys, Charleston, Chero-
 kee, Chicora, Clark's Hill, Clear-
 water, Connors, Cooper Yard, Coosa-
 whatchie, Cope, Cottageville,
 Crocketville, Dale, Denmark, Dor-
 chester, Drayton Hall, Dunbarton,
 Dupont, Early Branch, Edgefield,
 Edisto Island, Ehrhardt, Elko, El-
 lenton, Estill, Eutawville, Fairfax,
 Furman, Garnett, Gloverville, Good-
 rich, Govan, Grahamville, Granite-
 ville, Green Pond, Hampton, Hana-
 han, Hardeeville, Harleyville, Hen-
 dersonville, Holly Hill, Horse Pond,
 Isle of Palms, James' Island, Jed-
 burg, John's Island, Johnstown,
 Kline, Langley, Lincolnville, Lodge,
 Luray, Madison, Magnolia, Mary-
 ville, McClellanville, Meggetts,
 Myers, Midland Park, Miley, Modoc,
 Montmorenci, Mt. Carmel, Mt.
 Pleasant, North Augusta, North
 Charleston, Olar, Parksville, Plum
 Branch, Pocatigo, Port Royal,
 Ravens, Reevesville, Rosinville,
 Ridgeland, Ridgeville, Round, Ruf-
 fin, Scotia, Seiglingville, Sheldon,
 Six Mile, Smoaks, Snellings, Spring-
 field, St. Andrew's Parish, St.
 George, Sullivan's Island, Summer-
 ville, Switzerland, Sycamore, Ten
 Mile, Tillman, Troy, Ulmers, Vance,
 Varnville, Vacluse, Walterboro,
 Warrenville, White Pond, Williams,
 Willington, Williston, Windsor,
 Yemassee, Younges Island, S. C....

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1941—Continued

Power Company	Territory Served	Managing Officer	Address
*South Carolina Utilities Company	Atlantic Beach, Burgess, Conway, Cherry Grove Beach, Crescent Beach, Floral Beach, Ingram Beach, Loris, Little River, Myrtle Beach, Mur- rell's Inlet, Ocean Drive Beach, Socastee, Wampee, S. C.	R. K. Mathes, Vice-President and Gen- eral Manager	Conway, S. C.
Springs Cotton Mill	Wholesale Only	E. W. Springs, President	Lancaster, S. C.
Twin City Power Company	Undeveloped	D. W. Robinson, Jr., Attorney	Columbia, S. C. 50 Broad St., New York, N. Y.
Union Manufacturing Power Company..	Wholesale Only	F. W. Symmes, President	Greenville, S. C.
Waccamaw Power Company	Waverly Mills, R.F.D., Georgetown, S. C.	S. E. Mercer, President	Georgetown, S. C.
White's Bridge Light & Power Company	R.F.D., Georgetown, S. C.	F. J. Tyson, President	Georgetown, S. C., RFD

*Sold to South Carolina Public Service Authority as of May 29, 1941.

Respectfully submitted,

JOHN B. McMILLAN, Chairman
RUFUS M. NEWTON, Vice-Chairman
JOHN C. CONEY, Commissioner
JAMES W. WOLFE, Commissioner
JOSIAH J. EVANS, Commissioner
H. W. SCOTT, Commissioner
J. C. DARBY, Commissioner

MARY E. CARR, Secretary

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